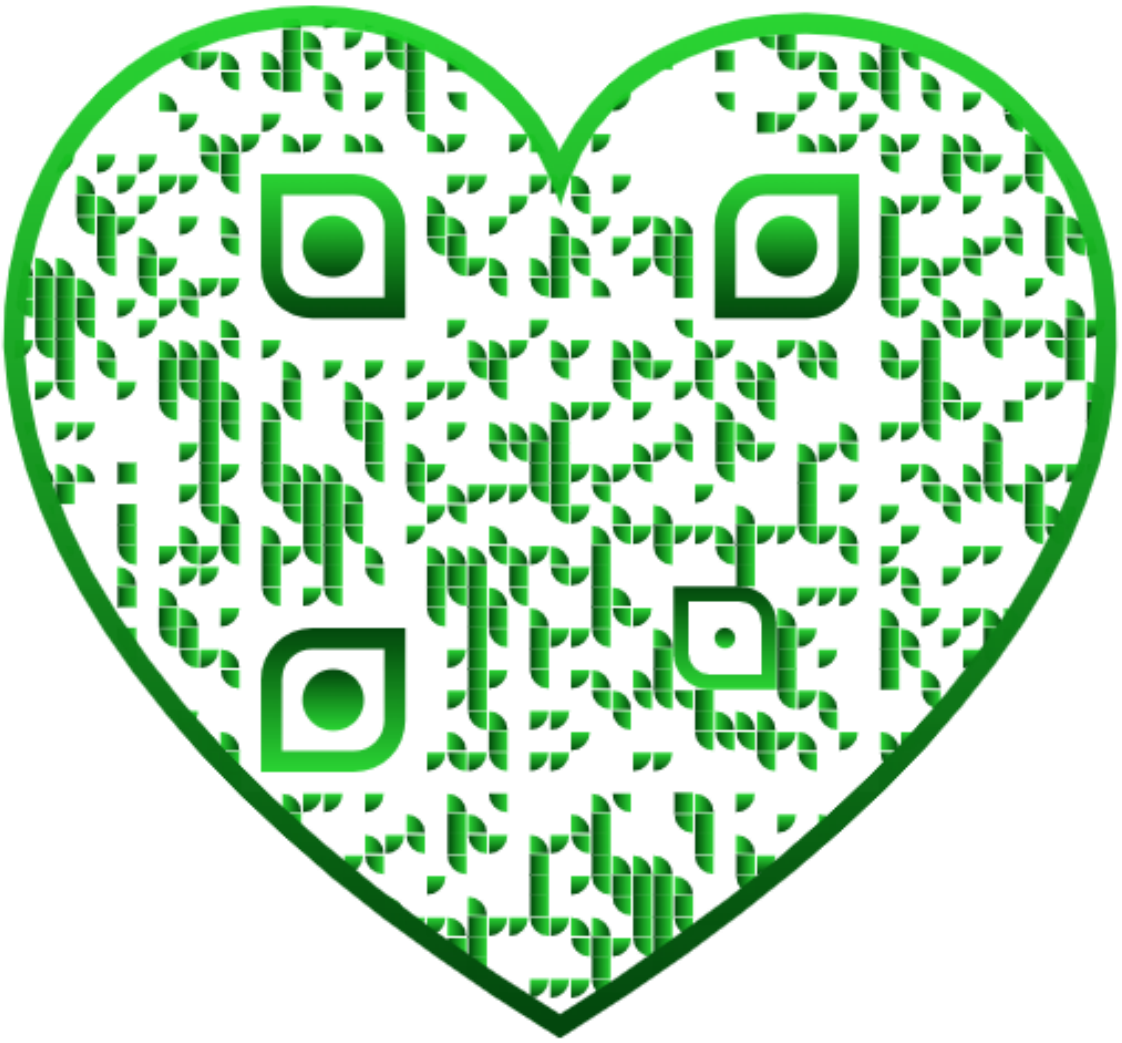
THE CASE, EVIDENCE, AND ELABORATE COVER-UP OF ONE OF THE MOST PERPLEXING CRASHES IN HISTORY

THE AZTEC UFO INCIDENT

SCOTT RAMSEY,
SUZANNE RAMSEY,
AND FRANK THAYER, PhD

PREFACE BY
STANTON T. FRIEDMAN



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Foreword
By William S. “Bill” Steinman

Well, once again, I was asked to write the foreword to Scott and Suzanne’s new follow-up book on the Aztec Saucer case. As usual, their last book generated new and more revealing facts to follow up on.

Scott continues to pick my brain, which is 30-some-plus years removed from my own investigation. Scott admits that he is obsessively addicted to the Aztec case. I was once addicted, but went into years of rehab.

Scott and Suzanne, as usual, left no stone unturned, following each new lead to its very end. They must be congratulated for their very fine effort in solving this many-faceted and many-layered puzzle called Aztec.

My own book, UFO Crash at Aztec, just scratched the surface, but it did spark interest in the 1948 Aztec recovery all over again. I believe that the Ramseys’ investigation will once again prove without the shadow of doubt that an aircraft of unknown origin crash-landed on the rocky mesa 12 miles northeast of Aztec, New Mexico, and was recovered by a covert team of military, scientists, and security personnel and carted off to a top-secret base for analysis.

This new book may prove to be one of the most important ones written in the 21st century.

I once again commend the Ramseys on a job well done. Maybe now Scott can get out from under the Aztec yoke of bondage and be free at last to pursue more pleasurable endeavors.

William S. “Bill” Steinman
April 13, 2015

Preface
By Stanton T. Friedman

Because I have been lecturing and writing about flying saucers for more than 40 years and am the original civilian investigator of the 1947 Roswell crashed saucer incident, I am often asked about the supposed Aztec, New Mexico, crashed flying saucer recovery. Early on I had accepted the common wisdom that the Aztec story was just a myth. As I got to know Scott and Suzanne Ramsey and had access to their extraordinary work, I became more and more impressed. Their efforts are splendid examples of true research. As a nuclear physicist working on classified research and development projects for major companies for 14 years, I had ample time to evaluate scientific investigation. Their work meets all the tests I can suggest. They have spent a truly enormous amount of time, money, and effort to dig out new witnesses, relevant papers, and evidence. They represent the epitome of persistence, honesty, and careful investigation. They raise the false claims of UFO debunkers and carefully demolish them. Frankly, I wish there were many UFO-related investigations done as carefully and energetically. There is no question that an intelligently controlled extraterrestrial spacecraft was recovered by agents of the government of the United States near Aztec, New Mexico, in March 1948, and taken for classified study and evaluation. This is a fascinating and carefully done exposé well worth reading.

Stanton T. Friedman
www.stantonfriedman.com

Introduction

On a crisp March morning in the high desert of northwest New Mexico, a goat rancher leaves the comfort of his house and walks toward the corral to let the sheep out to graze. As he opens the gate, he is stunned by a thunderous noise that draws his attention to the sky. Overhead, he sees a large object fluttering as if in distress. When it makes contact with a nearby cliff, sparks fly.

And so an incredible chain of events begin that will directly and indirectly impact hundreds of people throughout the world.

When people ask me about the topic of our book, I say it is the documentation of an historical event. Initially, I hesitate to use the words flying saucer, because it is so much more. Our research is a compilation of work gathered for almost 29 years. In that time, we have traveled to more than 28 states; personally spent $500,000; and archived 55,000 related documents from sources including the United States Army, United States Air Force, FBI, and CIA, and directly from the desk of J. Edgar Hoover. With our complete focus on the facts, our motive is clear. We provide the evidence; you will come to your own conclusions.

A number of researchers, media members, and television producers have encouraged us to sensationalize and speculate on the details of this event. That is not the path that we have chosen. The purity of this Incident is so spectacular that there is no need to alter or embellish it.

There are certain terms that lose their impact through misuse and overuse. Conspiracy and cover-up are good examples. However, in the case of the Aztec Incident, these terms are part of a factual description and are documented as such.

During this investigative journey, we share the compelling story of the witnesses to a proved flying saucer landing and recovery, of scientists who worked on the craft, and of the individuals involved in the cover-up in the years since 1948. Finally, we document the astounding and enduring impact of the incident on their lives and on ours.

We are dedicated to accurately telling this powerful story, and it is our honor to present it to the reader.

Suzanne Ramsey
April 15, 2015

1

Eight Months After Roswell

The glowing disc was flying erratically in the blackness of predawn on March 25, 1948. Cuba, New Mexico, police officer Manuel Sandoval had seen flying saucers before in the skies of the Four Corners, but this one was not hovering or darting across the sky, as he had become accustomed to. It was obviously in trouble, wobbling as it headed northwest toward Farmington and Aztec. Sandoval had already put in a full day working security for the Southern Union Gas pipeline, where he was responsible for keeping the pipeline from being tampered with. His part-time shift with Cuba took him deep into the night on the empty highway.

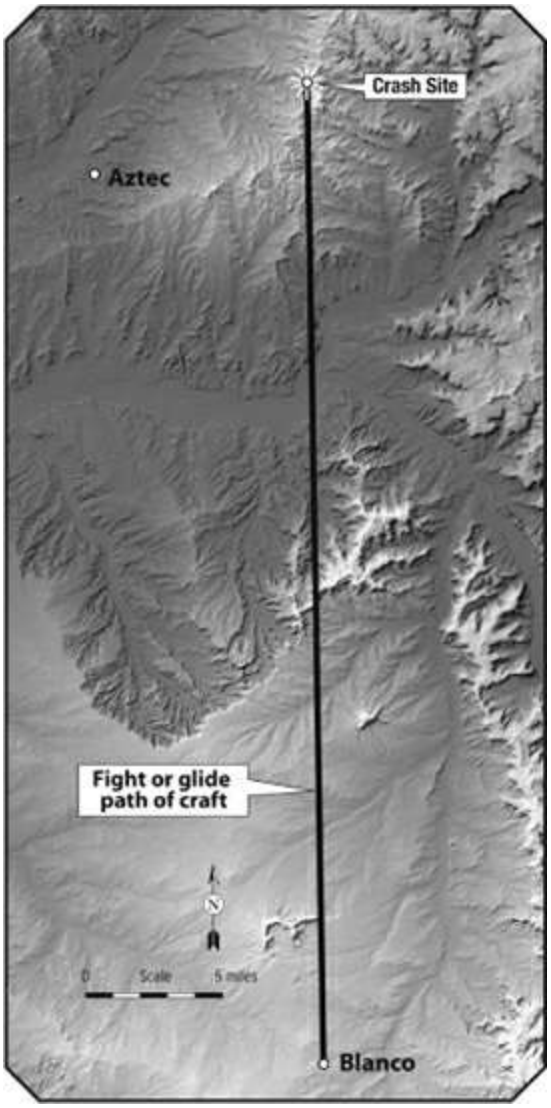
The Law Enforcement Witnesses

As he started his shift, Sandoval wondered what the night would bring. For several weeks Officer Sandoval and New Mexico Highway Patrol Officer Andy Andrews had observed flying saucers, on numerous occasions, as they traveled the New Mexico highways and byways.

For his part, Andy Andrews patrolled from Farmington, New Mexico, south to the pumping station town of Lybrook. Andrews would sometimes travel the extra 38 miles to Cuba, where he would break the loneliness by meeting Sandoval at a café for a bite to eat or some coffee and pie.

This particular night, as the shift neared its end, Sandoval spotted a large flying disc that seemed to be in trouble. What he was looking at that night was not displaying the hovering capability or the great speeds and agility he and Andrews had observed on other nights. This craft appeared as though it was trying to make a landing. As Sandoval described over the years to his close friends, it was "wobbly and seemed to be fluttering as a leaf."[1] The craft was flying very low, barely clearing the canyons as Sandoval followed the craft

heading northwest toward the Four Corners.



The flight path of the Aztec saucer from the Archuleta ranch to Hart Canyon, March 25, 1948.

The Rancher

Valentin Archuleta began his early-morning routine as usual this particular day. Walking toward the goat corral to let the goats out to graze, he heard what sounded like a sonic boom. His eyes were drawn to the wide open sky, where he saw what he described as a flying saucer that seemed to be out of control, heading toward a mesa across the road from his ranch. The wobbling craft scraped the face of the mesa shooting sparks upon impact. The saucer remained airborne as it headed in a northerly direction.

Telesforo Valentin Archuleta, or "Valentin," as his friends and family called him, was finally back on his ranch, after the experience of being a Japanese prisoner of war and being a survivor of the Bataan Death March.

Valentin was one of 1,816 New Mexico National Guard soldiers of the 200th Coast Artillery Regiment deployed to the Philippines in September 1941, prior to Pearl Harbor. The 200th assisted the Luzon Force when the Japanese attack began on December 8, 1941. Approximately 60,000 Philippine soldiers and the men of the 200th were captured on the Bataan Peninsula in April 1942.

Thus began a horrific forced march of the POWs. They were held under extreme conditions until liberated in 1945. All told, 829 of 1,816 New Mexican men died gruesome deaths from starvation, exhaustion, and torture in the battle and forced march. Some were in such a weakened condition that they died immediately after rescue. Note that these numbers only indicate the fatalities of the soldiers from New Mexico.[2]

It is a testament to his fortitude and character that Valentin served his country so valiantly and survived to return to his family. Less than three years after his return from such heroic and decorated military service, he witnessed the Aztec Flying Saucer.

Valentin Archuleta and his wife, just after World War II.

Archuleta described his sighting to researcher William "Bill" Steinman in 1982.[3] As he looked up, he saw a large disc-shaped craft, "wobbling as it flew," and seemingly out of control about 100 feet above the ground. The object did strike a nearby mesa showering sparks as the object continued north and losing altitude as it flew.

Valentin quickly headed to the only nearby telephone, which was at the Blanco Mercantile, a general store near his ranch. Local customers had access to the phone 24 hours a day through a door at the store that was always unlocked. Although it took two or three attempts, he finally got through to Kirtland Air Force Base in Albuquerque. On or about the third call, someone from the base answered who actually showed an interest. After Valentin got through, he explained that he had just seen one of those flying saucers that the Air Force was so interested in. The Air Force person at the other end of the

line asked him where the craft was heading, and Archuleta informed him it was headed “toward Hart Canyon,” meaning north-northwest of his ranch. Valentin requested that the Air Force call him back to explain what was happening, but despite their promise, the Air Force never contacted him again. Valentin shared this story over the years, but only to a select few.

Scar from the saucer impact on a bluff near the Archuleta ranch, Blanco, New Mexico.

The mesa as described by Archuleta is one of many that surround the ranch. In March 2015, Archuleta’s granddaughter Christa, Suzanne, and I (Scott) decided to go to the top of the mesa to see if they could find any traces of contact on the hard volcanic rock and sandstone. After an hour or so driving up the oil field roads we made it to the top. A walk of about 1/2 mile to the area described by Archuleta indeed found us overlooking the ranch. After climbing down the face of the mesa, they could clearly see an area that seemed to have mechanical marks on the face of the rock. These marks are many feet up from the base, and there is no real explanation as to how they got there or why they are there. The mesa is comprised of both sandstone at the south end and volcanic rock as the mesa formed to the north. It is unlikely that sparks would

be created by hitting the soft sandstone, but the area where the craft hit the top of the mesa is hard volcanic rock. Christa and other family members are certain that nobody over the years has been to this site, as they would require permission from the family to gain access to the mesa.

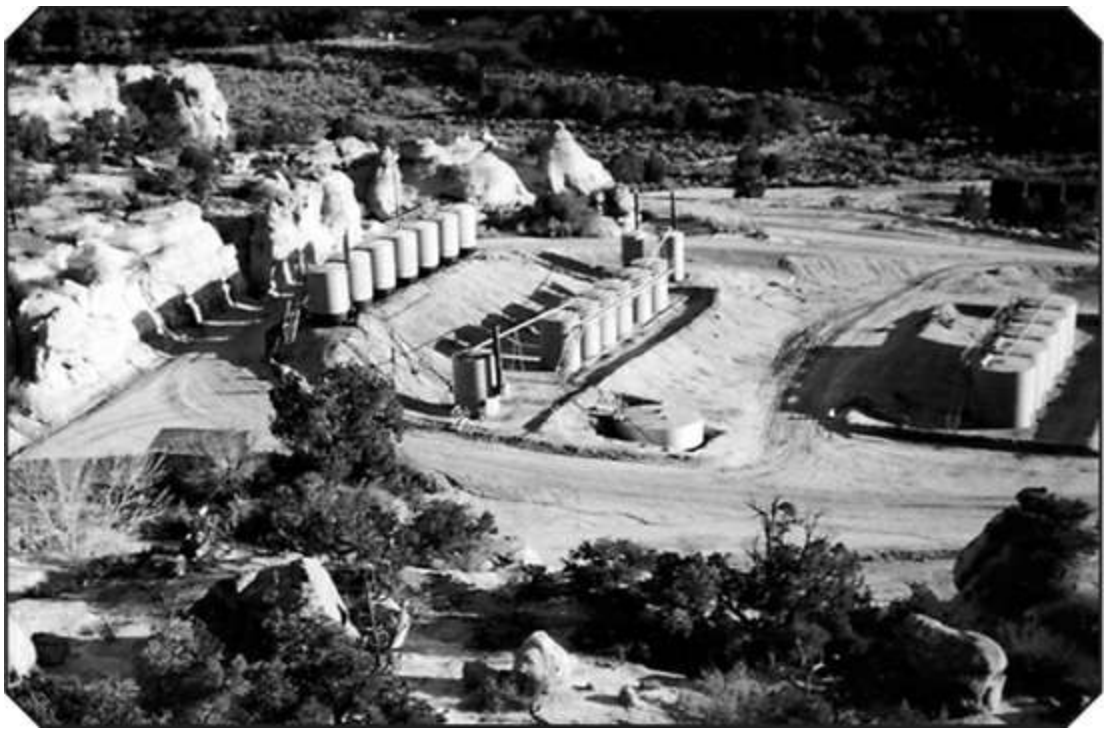
The Oil Field Workers

Doug Noland, a 19-year-old working for the El Paso Oil Company, was on his way predawn to pick up his supervisor and fellow employee, Bill Ferguson, so they could proceed to work in the oil fields south of Aztec, New Mexico. At the time Doug pulled up to Bill Ferguson's house, there is no way that they could have imaged what their day would hold.

Doug Noland (right) with renowned pilot John Lear in 1995.

Both of their lives were about to change significantly. Bill told Doug that a brush fire had been reported out on Hart Canyon Road, about 12 miles northeast of Aztec. There were concerns that it might be burning near one of the

company's drip tanks and they needed to get out there—fast. The day's work plans for the project south of Aztec would have to wait a few hours.



Oil drip tanks at the base of Hart Canyon Mesa in 1948.

The drip tanks sat at the base of a mesa near what oil field workers called the Arkansas loop on Hart Canyon Road. News of a fire near the tanks was not what oil field workers wanted to hear, considering the amount of oil stored in more than a dozen tanks. Doug and Bill hurried out to the drip tanks, only to be met by a number of other oil field workers who had arrived earlier to investigate. The brush fire appeared to be contained on the top of the mesa, not near the tanks at the side of the road below the bluff. The other workers greeted Doug and Bill and quickly told them that the storage tanks were not in danger of the brush fire but something strange was sitting on top of the hill. A unique feature of hills in the Southwest are the flattened tops that led early Spanish explorers to name them "mesas" (meaning "tables" in English). Southwest residents normally use the Spanish word when referring to such hills.

The two workers quickly clambered to the top of the mesa to see what the other workers were talking about. "The craft was extremely large," Doug recalled.[4] I (Scott) interviewed him in August 2003 at his home in Las Vegas,

Nevada, while he was still recovering from a series of strokes. He had told the story over the years to select people, but then he said he wanted it on the record.

An eerie haze from the brush fire swirled around the workers in the early dawn light as they reached the object. A very large, metallic, lens-shaped craft sat silently atop the mesa. Doug explained that, as the group of young men moved closer, "We realized the craft was smooth with no noticeable seams, rivets, bolts, or weld marks." He said, "It looked as though it was molded."

Doug remembered that he and Ferguson cautiously moved closer and actually climbed up on top of the almost 100-foot diameter disc. He recalled, "The craft was brushed aluminum, looking to be very smooth, but not highly polished aluminum like you see on an airplane."

As they climbed around looking for doors or an entry of some kind, the men found, upon closer examination, what appeared to be portholes of some type. Doug said, "The windows or portholes looked like mirrors until you would look closer; then you could see through them." He recalled years later, when mirrored sunglasses became popular, they always reminded him of the windows on the craft. The other oil field workers were just as curious as Doug and Bill, and they, too, were climbing all over the craft.

"One of the windows or portholes was busted," Doug said. "The hole was the size of a quarter; no bigger, as I recall. It was a hole in the window the size of a damn quarter." As Doug and Bill looked through the window, they saw two small bodies "slumped over what appeared to be a control panel of sorts." Doug remembered, "The sun was coming up by this time, but we could plainly see two bodies."

Soon, others were arriving at the mesa. Local ranchers Mr. and Mrs. Knight, who ran cattle near the mesa, arrived in their pickup truck to see what the commotion was about. They parked with the other vehicles and walked up the hill and to the craft, then quickly advised the young men to move away from it. Doug said, "A quick lecture was taking place from the Knights about getting near the damn thing when we heard a sound that was very strange to us." It was a helicopter circling the mesa. Doug said this seemed almost as unbelievable to him as was the metallic disc. "I had never seen a helicopter before in my life."

In March 1948, the primary military helicopters were the Sikorsky H-5 series and the Bell H-13. These were small and light machines carrying only two or three people. They were limited in speed and range. To see a helicopter

in the desolate area of Hart Canyon, let alone anywhere else in the late 1940s, would be highly unusual. The object on the mesa that morning must have been of great importance for this relatively new and rare military aircraft to have been dispatched.

When I (Scott) interviewed Doug, he recalled that, after the Knights arrived, a law enforcement officer showed up and acted as though he did not know anyone on the mesa. Doug approached the young officer and asked, "What should we do?" The young officer, whom we have since identified as Manuel Sandoval, explained that he was from the town of Cuba, New Mexico, and that he had followed the low flying disc-shaped craft in a northerly direction during the early morning hours. He told Doug that it finally led him to the area of Hart Canyon Road. He explained to Doug that the residents of the town of Cuba had reported several sightings of these objects for a few weeks prior to March 25th. The officer also said that he had no idea what to do as he had noticed that, when the craft passed over Cuba, it was "wobbly and seemed to be fluttering as a leaf."[5] Sandoval told Doug that he had decided to follow the craft, not realizing it had come down on the mesa until he spotted the oil field workers' trucks parked out on the road.

Sandoval also told Doug that the craft seemed in some sort of trouble and had almost hit a mesa near the town of Bloomfield, just south of Aztec. This matches Archuleta's description of what he saw as well. After talking with Doug, the young policeman then approached the craft and also told everyone to stay away from it until they were sure of what it was. Some of the young men informed Officer Sandoval that they could clearly see two bodies in the craft and that the bodies appeared to be slumped over a panel of some sort.

About that time, according to Doug, even more people started showing up at the mesa. A law enforcement officer from Aztec, known to some of the young men, showed up, as well as two or three other young men. Doug recalled, "Nobody knew these (latter) guys. I don't think they were locals, but that was a long time ago." The local officer spoke briefly with the Cuba officer, and then he announced that the military was aware of the craft and that everybody should leave the area at once. At about that time, Doug said, "The helicopter was leaving the area. It had circled many times, and it turned toward the northeast and disappeared. I don't know at the time what affected me most: the circling of a helicopter or this strange object sitting on the mesa."

I asked Doug what his initial thoughts were as to the origin of the craft. He responded, "Hell, this is New Mexico you're dealing with—no telling where

or what this thing is. We thought since the helicopter showed up, it was one of ours. The war had made New Mexico a training ground for all kinds of stuff back then."

Doug also remembered:

> [B]y the time the local law enforcement officer showed up, Bill, who was ignoring the orders to stay away from the craft, was trying to poke around the craft with a fire pole or something he pulled off of one of the trucks. Soon he hit some damn thing, and a door or walkway appeared. Some of us had to look inside and see what the hell else was in there, and if anyone was in need of help.

Doug said the bodies, not moving or showing any signs of life, were "charred a dark brown. I mean, they did not appear to be of dark skin—just seemed to have been exposed to heat." I questioned him about this several times, and he stuck to his story about the bodies having the appearance of being charred. Some of the young workers stuck their heads into the craft and told Doug that there were more bodies on another level. Doug described that, from what he could see, the interior of the craft was not burned.

Drawing from 50 years of memories, Doug described the craft or disc as about 100 feet across, with a raised section on the top. The bottom of the craft also had a protrusion that stuck out from below. He described the craft as being "a very thin cross section, only about 18–20 feet high, but very thin at the outer edges."

Doug continued his description of the saucer. He said the outer edge of the craft had some strange "gold color rings—three, if I remember correctly—that ran around the entire outer edge of the disc."

In Doug's memory, it was late morning when "the military did show up, and show up they did—in a very big way. We never even thought about leaving the mesa, regardless of what the local law enforcement officer was telling us. This thing, this event, was too big—too big to walk away from."

As he returned to remembering the other people on the mesa that day, Doug could recall most of them, but a few he was not familiar with. "There were two or possibly three young guys about our age that stood away from us at the western side of the mesa. They got near the craft at first, but kept their distance after a while. It's not my poor memory; I never knew who these guys were or where in the hell they came from."

As for the local law enforcement officer, Doug said, "I think back then I knew who he was, but not after what I've been through." Here Doug was referring to the strokes he had recently suffered. Doug said he could not remember the local police officer's name except to say that the man was local and that the other guys knew him as well. Doug was living in Mancos, Colorado, at the time and was familiar with all the Aztec people, as well as county law enforcement, being that the town is also the San Juan County seat.

The military was forceful in assembling everyone present at the scene and quickly dividing them up for interviews. They asked everyone's name and address, with whom they were employed, and why they were on Hart Canyon Road in the first place.

During my interview, I asked Doug what branch of the military showed up. His response was: "I am still not certain to this day what branch they were from. I don't recall ever seeing anything that told me if it was Army or the new Air Force. All I know was they weren't really young guys—they seemed older and certainly were very well trained as far as getting there and taking over in a very assertive manner. They did not take kindly that we were there."[6]

Doug continued:

> The vehicles they were in looked like Army, but you are testing my memory with that. The thing that amazed me and Fergie [Bill Ferguson] was how fast they got to where we were. Now think about this: We are in a very desolate area of the country, and they show up in what seemed like only a few hours, but really it was closer to late morning…but still, where did they come from and how did they get there so fast? Bill and I knew that part of the country pretty damn well.[7]

Doug reminded me that they were very young then, but he seemed impressed 50 years later: "To have that many people show up (at the mesa) in the same morning was something that Fergie and I talked about for years. That's why at first when we saw the helicopter, but before we realized the bodies, and everything sank in. We thought, 'Hell, it's one of ours.'" I asked Doug what he meant by "realized the bodies," and he explained, "The bodies were pretty small…after we realized what we were looking at—not a fully grown person size, but smaller—maybe like a child."

I asked Doug if it would be fair to say the object, craft, disc, whatever he

was describing to me, looked as though it had crashed, and he said emphatically, "No—that would not be a good or accurate description. I could see no damage to the craft at all. It was lying at an angle as though it was lying on the ground with no support, but it had a bubble or reverse dome on the bottom that was giving it support" [Doug Noland's emphasis]. It was lying as though it needed support or a landing gear; picture a dome on the bottom of a Frisbee® that could not lie flat—that kind of thing. Doug continued, "But, getting back to your question: No, there was no damage; I would remember that. The trees around the mesa had been roughed up a bit and some were worse for wear. The craft had plowed into the mesa and that mesa is mostly silt and rock with some trees broken off and sand and rocks scattered around, but the craft was not damaged."

I then got to the military angle and asked Doug exactly what the military asked or told him. He replied clearly:

> They told me this event was extremely important to the United States of America—that we were responsible for our national security, and that we will never talk to anyone about this event. Everyone, with maybe the exception of Mr. and Mrs. Knight, were talked to in private. I mean, we weren't talked to in a group—just kind of one-on-one. They weren't kidding around. They were very serious and not very friendly. I can only speak for myself and what Fergie told me later, but we were threatened with our lives if we ever spoke about this [Doug Noland's emphasis].

I then asked Doug whether they offered him an explanation for what they witnessed, and Doug's response was: "We did not see anything, according to them. Nothing was there. We weren't there. [You] see what they were telling us?"

Bill Ferguson died long before we got involved with our research into the Aztec Incident. I would love to have interviewed Bill as well, but as time went on we were able to interview others who claim they were out on Hart Canyon Road in March 1948, for an event that changed their lives.

The Ken Farley Story

Randy Barnes, a dear friend of ours, discovered the lead to Ken Farley, and so Randy and I (Scott) decided to meet with Ken, north of Phoenix in 1999,

where Ken was retired and dying of a respiratory disease. He wanted his Aztec story on the record as well.[8]

Farley was visiting his aunt in Durango, Colorado, north of Aztec, and was driving to the small town of Cedar Hill, New Mexico, on the morning of March 25, 1948, where he picked up a friend. They planned a drive to San Diego to see some California friends. Ken's friend told Ken there was a lot of activity just south of their pick-up point near an old dirt road, and he suggested to Ken they should investigate. With no real schedule limitations, the two decided they should see what was going on.

Ken told me (Scott) that he and his friend decided to take time to detour from their San Diego destination in order to investigate what might be going on at what turned out to be Hart Canyon Road. The friend had told Ken that there had been some vehicles, including a police car, going in that direction and that someone possibly needed help.

During our interview, Ken told the following story:

> We arrived at a mesa out about 10 miles or so from the main road. We followed the dust and dirt clouds that the other cars and trucks were making. Once we got there, we walked out on the mesa to see what was going on. We moved toward the western side of the mesa and saw a huge object lying on the ground with people walking all around it. It seemed that most of the people were oil field workers from their dress, and I believe there was an older couple that was keeping their distance from the object.

I asked Ken to describe what he saw and his reply was, "[We saw] a large disc-shaped object, aluminum in color, but not really very shiny—sort of dull aluminum. I could not see any structure as far as doors or windows; the entire craft was very smooth." He continued by saying that "the craft did not appear to have any damage, but lay on the mesa at a funny angle and sort of rested on its belly." I asked Ken what he meant by how the disc was lying. He said, "The disc had a bubble or protrusion on the bottom from what I can remember—also one on the top of the craft. It sort of reminded me of two pie pans with a bubble for a top and bottom. The top bubble was larger than the bottom. The craft was lying at an angle, maybe 12 degrees or so."

Ken said that both he and his friend were in complete shock. "We stood out on the edge of the mesa after a few minutes—after, we examined it up close.

Finally one of the two police officers walked up to us and told us the military had been notified and that we should leave the area at once." Ken said he and his friend refused to leave. "Nobody else seemed to be listening to the officer, so we just nodded our heads and walked away."

Ken described what the others were doing. "Some of the [oil field] workers were climbing all over the damn thing, which was absolutely stupid. Some older couple there started yelling at them to get the hell away from it. Nobody was paying attention to anyone, not the older folks, not the two police officers." According to Ken, it was later in the morning that "the military, or some form of military, showed up. They seemed really upset that there were so many people standing around, see; more people had showed up by then, more than just the oil field workers."

I asked Ken where he thought this object had come from. His reply was very similar to what Doug Noland had told me:

> At first I thought it was a huge aircraft, especially when we were walking up to it. I thought, "What a hell of a place to make an emergency landing." As we got closer, I realized that this was not a plane—well, not a plane I'd ever seen. We walked up when we first got there and they [oil field workers] were running all over the place. Sort of panic with everyone. I don't know how long they had been there before us, but assuming we weren't that far behind, I can't believe they had all been there that long. Anyway, you asked me where it came from—Hell, I don't know; after we looked at the thing for a while, it became clear we had never seen anything like it before.

Rancher Benson Leeper and Police Officer Wright McEwen

The pounding on the door woke Benson and his wife, Ruby, out of a sound sleep. Two men in a car: One was Wright McEwen, a local law enforcement officer, and the other was either a former San Juan county commissioner or a newly elected one, as Ruby recalled when she told this story to the Leeper ranch hand some time before she died on October 31, 2011.[9] The two men at the Leeper front door explained to Benson they needed him to guide them out to Hart Canyon, as they thought an aircraft of some type had just gone down. Benson knew the area well, being a rancher in the area for more than 20 years. Benson threw on his clothes and told Ruby he would return once the emergency was over. The three quickly departed for an historical intervention in Hart

Canyon. (See Chapter 13 for more about Benson Leeper and Valentin Archuleta.)

Solon Brown: The Preacher Man

Baptist preacher Solon Brown was leaving the Aztec area on the morning of March 25, 1948, on his way back to his church at Mancos. Brown's story was related to me by the son of one of Brown's church members many years later.[10]

Brown had a busy day planned back in Mancos, just west of Durango, where he had just helped reopen the Mancos Baptist Church. He was the new preacher, and he had a lot to do in getting the church back in order. As events turned that day, his life was changed. He left Aztec, heading to Mancos, and it was possibly the same commotion drawing Ken Farley and his friend to the entrance of Hart Canyon Road that attracted the preacher's attention. Arriving at the mesa, on the off chance that he could be of assistance, he walked up on the mesa, where the smell of smoke still lingered. He went to help what he thought were injured people; however, he saw right away that these were "little people," as he would tell certain parishioners later that day when he got back to Mancos.

Shortly after returning to Mancos that evening, a visibly shaken Solon Brown called several members of the Church for an emergency meeting at the home of church deacon Bruce Sayre. Once all the specially selected church members were gathered, he explained to them the amazing events that changed his life. He described how he left Aztec early in the morning and saw vehicles heading out east of the main road. He decided to see what was going on out there "because it seemed like a lot of vehicles, and a police car was in the mix." Once at the mesa, he described a large craft, disc shaped and lying at an angle, with some people milling around it. He quickly ran out on the mesa to see if he could be of any assistance. Sadly, he said, the little bodies had passed on, as they seemed to have been burned; however, the craft was still intact, in his opinion. He and a few others said a prayer for the lost lives of these small, child-like bodies.

According to the story, Brown was very emotional at that point, when someone in the group of people gathered at the church apparently cleared his throat, and Solon jumped to his feet, almost shouting, "You don't believe me do you, Sayre?" Deacon Bruce Sayre responded, "Solon, of course I believe you; I'm just sitting here in shock."

Sayre was a member of the Mancos Baptist Church, and his young son Walt was present in their home that evening as well; it was Walt who told us the story. The details of this are presented in Chapter 11. As Walt related it, Solon told them that, after some time had passed, the military showed up as if out of nowhere and talked with each person individually. The military told him never to tell anyone about this incident—never. Brown was told that it was a matter of national security and that "our national safety and security was at stake." Brown never went into any detail as to how many bodies were present from the craft, but the incident changed his life.

Approximately two weeks after the Removal…

The Fred Reed Story

Fred Reed worked for the OSS (Office of Strategic Services) back in the early 1940s, and he was working for the military in 1999 when I (Scott) spoke with him. One day in April 1948 his team was dispatched for a "crash clean-up" as Fred described it to me years later. Fred and his fellow workers were told of a crash site that needed to be surveyed and "cleaned up" using techniques that Fred's group had been trained to employ.[11]

Fred said, "We were dispatched to aircraft crash sites from time to time, especially when they were either prototype aircraft of something secret, which in New Mexico was not uncommon." Fred continued, "After World War II, New Mexico was the proving ground for many aircraft types: jets, bombers, captured German (Messerschmitt) 262 jets, V-2 rockets. You get the idea. When you are flying these things at their limit, or doing things with experimental planes for the first time, things happen; that's where we came in —clean it up, make it look as though nothing ever happened." He made it clear that "in the area northeast of Aztec, something big had been removed. That I can tell you."

Fred's group arrived at Hart Canyon in early April 1948. The "crash site," as they were told, had

> large equipment tracks at the east end of the mesa. Trees had been damaged with some tops removed or chopped off. We were asked to survey the site and gather any objects such as cigarette butts, tin cans, c-rations cans, whatever, and bury them 18 inches (deep) in the soil. Anything other than person… people things, were to be brought to a

collection location at the site. After the survey of the area and the collection process, we started to basically re-landscape the area.

When I asked Fred what he meant by "re-landscape," he answered, "Well, there were some large tracks that looked like something had dug into the silt and rock. We needed to smooth that out and replace trees that had been knocked down, and make sure the area looked like the other terrain nearby. That was our normal job at a crash site."

Fred noted that there appeared to be a freshly cut road on the east side of the mesa. He told me, "We needed that road for our equipment as well. Leaving a road or path in that desolate area would not send up any real flags as far as we were concerned back then. Then there was a concrete slab or footer that was present; we buried it about two feet under the sandy dirt, not sure if this was part of the crash site or not." Once again he stressed, "This was a very desolate area." After an extensive cleanup of the site, the group moved on.

Fred told me he often wondered what had crashed at that site:

> We cleaned up a lot of crash sites over the years. Never did I see one where something wasn't left behind. I mean, take an airplane for example; you will always be able to find small pieces of aluminum, some rivets, Plexiglas—something. Something is always left behind, regardless of how small it may be. We were always curious because on several occasions we would talk about how clean that site was. We were really there to collect any personal items and re-landscape. That's all we really did. See, when something "Top Secret" such as an experimental plane or something of that magnitude crashes, you don't want the enemy to have a clue as to what it is made of, so you take everything. That was our main job. New Mexico was crawling with Soviets back then; the cold war had just started, and we didn't want anyone knowing what the U.S. was working on.

The team of men worked day and night cleaning up the crash site; Fred could not remember exactly how long they were in the area. "They had soldiers still running security around the site. I never, or we never, talked to them. They were stationed around the mesas, but you could see them night and day. Their job was to keep the area secure while we did our work."

I asked Fred if he thought someone could have driven down Hart Canyon Road and made it past security. "I don't think anything short of a coyote or a jack rabbit could have made it past those guys. You need to understand that when I say they were on the mesas, I mean all the mesas in the area. We could see them patrolling all the surrounding area. They were armed and there for one purpose: To protect the area while we were doing our clean-up" [Fred Reed's emphasis].

Years later, as Fred put it, "You have a bunch of young guys traveling and living in motel or hotel rooms, and at night we would talk. We never heard the words Flying Saucer or Flying Disc, but years later I ran into my old C.O. and asked him what the hell crashed up in Aztec back years ago. He responded it was no aircraft, but he hinted to a flying disc." I asked Fred to be more specific, and he replied, "My C.O. said it was no aircraft—nothing we had as far as the U.S. was concerned. He alluded [to me] that it was one of those flying discs."

In 1999, Fred returned to the crash or landing site. He said it looked very much as it had looked back then. The old trees that had been clipped by an object, the silt and rock terrain, and the view of the surrounding mesas and canyons—all reminded him of that important time back in April 1948.

"George" Speaks From Behind the Scenes

Another young man was stationed as an airman of the fledgling U.S. Air Force at Walker Air Force Base in 1948. The base was previously named (through 1947) Roswell Army Air Field. His name is withheld from this book in order to protect him, but we have verified his service record. For now, we will call him "George."[12] He retold his story to me (Scott) during a cold winter night on the East Coast, where he has retired. He explained to me that the Aztec Recovery, as he put it, was coordinated directly out of Walker AFB. Considering the experience gained through the investigation of the Roswell Incident, it makes Walker AFB an obvious choice for managing a cover-up.[13]

George explained that the entire recovery was highly compartmentalized, with information restricted to a need-to-know basis concerning what each individual was assigned to work on. He told me that his job was to keep the personnel records for everyone who was working on the recovery. I asked him how many people were involved, and his reply was, "If you count everyone, and I mean everyone, then you are talking about 200 people."[14]

George claimed to see daily intelligence reports concerning the progress that was being made. “I wasn’t in the loop on everything—just what concerned me and the people involved,” George said. “I had personnel files that I had to update every day on every person.” I asked George how long the entire project took, and he replied, “Every bit of two weeks. We were in and out, and everyone was accounted for on a daily basis.”

George’s job was to make sure that nobody involved was officially in that part of the country. I asked him to explain, and George told me:

> Look, you have a large group of highly trained people that are doing an extraordinary project. We keep records that show you [to be] maybe in Florida, maybe even have you in the infirmary for a sprained ankle from playing volleyball, a sprained back from the bowling alley—do you get my drift? See, now, years later you run your mouth off saying you worked on this, you worked on that, and the Air Force says, “Bullshit, he was in Florida that month and we can prove it—here is his medical file; he was treated for a sprained ankle that week.” Now do you see how it’s done?

In my interview with George, I asked him who was involved in the recovery, and his response was, “You had Air Force and Army, the Fifth Army Group as I recall; they were based out of Colorado and the Air Force group was based out of Walker and a few other bases or locations. These were highly trained people, not necessarily young guys—you know, seasoned guys.” I asked what he meant by “seasoned guys,” and his response was, “Look, they had the recovery back in 1947. They blew it! They put the damn thing out [to the press], tried to cover it up. From that time on, no more screw-ups.”

When I asked for more clarity, George said:

> They went and put out that press release that the Army had recovered a flying disc, then they spent the next few days treading water after it made the news. No more—no way—not after that. The Aztec deal was going to be completely different—new people, new procedures. That’s my opinion. I wasn’t in the loop as far as policy, but looking back, that’s the way it was handled.

I asked George if he knew where the object or craft was taken after it was

removed from Aztec. He responded, “I would guess Los Alamos, because when it was all over I noticed that a lot of equipment was at Los Alamos, and I was helping one of my fellow officers that was working on logistics. He had ‘borrowed’ some equipment that needed to get back to certain locations, and he had some sitting up at Los Alamos. You know, the Laboratory.” I asked what type of equipment, and George responded, “Flat beds, low boys, whatever you called them back then. They were sitting up at Los Alamos, and he was working on getting them back to where in the hell they should be.”

George claimed he saw pictures of the craft from time to time. “I saw black and whites of it a few times in our briefing meeting. It seemed to be extremely large from what I recall.”

I asked George many questions as we sat in a hotel lobby bar, having a drink. He was very reluctant to answer some questions. He had never been to the site, and only admitted to seeing pictures. He had no response when I asked him if any bodies were recovered: “I never saw anything or heard anything about that.” He did give me some clues to the crash site, not realizing we had already been there many times. I guess I had not made that part clear, as I had originally approached him concerning some declassified files I had that I wanted his take on.

George expanded his comments, “The operation had been delayed a few days in the beginning of the recovery due to some problems with a freshly cut road. The soil near the crash site was very moist and sandy and created problems for moving in some heavy equipment.” He told me to look for some footers or concrete foundations that had to be poured in order for the equipment to be stable. He did not remember exactly what equipment was involved in moving the object, but when I mentioned a crane, he thought that was correct.

I asked George if he had ever shared this story with anyone. His response was that he shared the story with his wife before she died of cancer. “I don’t know if she ever believed me. We were talking about our lives and what we had done both individually and as a couple. I don’t know if she believed me.”

My final question to George was whether the Air Force was upset with Frank Scully, who wrote the first book on the Aztec crash. George responded, “They weren’t upset with Scully; they were concerned with [the person] who leaked the story to Scully.”

The Aztec Incident occurred only eight months after the now-famous Roswell crash and recovery. The Aztec crash was a little known UFO incident,

virtually unknown outside the town itself, and it was written off as a hoax for almost 40 years. Until now only two other books have been written about the Aztec crash, and few other researchers took the story seriously, other than authors Scully (1950), Steinman (1986), Evans (2003), and then the Ramseys, Thayer, and Warren team in 2012. In the next chapters, we will examine close to 30 years of research that has taken us all over the country, racing the undertaker, trying to find as many witnesses as possible who would share their stories. Why was a story of this magnitude so quickly written off? Was it the absence of witnesses? Was it the businessmen who were labeled as con men? Was it a jealous journalist who thought he could buy the story, and then poisoned all the people involved when he realized the story was going into a best-selling book? Or, was it the most brilliant military and government cover-up of all time?

Sit back, relax, and read on as we take you on a journey that has been covered up for 61 years. Follow the researchers who have been working for decades to bring you the astounding truth about the Aztec Incident and the recovery at Hart Canyon.

2

Behind the Flying Saucers

> "Between the people and the government today lies a double standard of morality."
>
> —Frank Scully, 1950[1]

It was Frank Scully who first alerted the world to the Aztec crash in the desert of New Mexico in his book Behind the Flying Saucers, published in September 1950. It was the first hardback book on the subject of flying saucers and only the second book published about flying saucers; Major Donald Keyhoe (Ret.) published the first paperback the same year with his Gold Medal book, The Flying Saucers Are Real.

Frank Scully was a best-selling author and columnist who was syndicated in many different venues throughout the United States, but who was he and why was it that he was the chosen one to reveal the story?

Frank Scully's life seemingly embodied his quote "Why not go out on a limb? Isn't that where the fruit is?"

Born in Steinway, New York, Scully attended the Columbia University School of Journalism. Complications from an athletic injury resulted in the amputation of his leg. Additionally he contracted tuberculosis, which led to the removal of a lung. Through all of his hospital stays, surgeries, and medical procedures, Scully wrote when he could. Over the course of his career he made a very good living. In fact, he ended college with a profit of $385 and all of his medical bills paid.

Frank Scully, author of Behind the Flying Saucers.

During his lifetime, Scully traveled to 30 hospitals in seven countries seeking a cure for his physical afflictions. He held positions of stature professionally and personally. A few of his distinctions included being the publicity and advertising director of Metro-Goldwyn-Mayer Productions in Nice, France. He was knighted by Pope Pius XII into the Order of St. Gregory the Great, and he was the president of the Catholic Interracial Council of Hollywood.

Regardless of where Frank, his wife, Alice, and five children lived, the Scully home was a haven for friends from all walks of life. A safe and trusted environment, the Scully Circus, as the ranch in California became known, was a shelter for guests who were in trouble and needed their stories told to the public. This possibly sheds light on why the several scientists whom you will come to know collectively as Dr. Gee selected him. Frank was told that the Top Secret information described in Behind the Flying Saucers was to be released to the public "within one year."[2]

Of course, we now know the information has never been officially released to the public. Whether it was part of his journalistic integrity or just the nature of the person he was, Scully took the names of those scientists to his grave,

despite the firestorm of controversy and government harassment that threatened his reputation.

Scully first heard about the Aztec story from a man named Silas Mason Newton, who had corresponded with Scully concerning an article Scully had written in his Variety column "Rogues Gallery." The two started a friendship, and Scully was invited by Newton to join a group on an excursion into the Mojave Desert where Newton was to test one of his oil-detection devices, for which he was to become both famous and notorious. As they rode through the desert on September 8, 1949, Peverly Marley, Silas Newton, a scientist referred to by Scully only as "Dr. Gee," and Scully traveled to test the oil-finding device. Marley was an award-winning cinematographer most remembered for having been married to actress Linda Darnell. As they drove through the desert, one topic led to another and finally to a discussion of flying saucers.

Newton had already briefed Scully on the fact that this Dr. Gee had confided to him in the summer of 1949, during a drive from Denver to Phoenix, concerning the fact that the United States already had recovered two flying saucers. Dr. Gee wanted to break the story, saying the government was to reveal the story within a year, but he wanted the story out immediately. This Dr. Gee claimed he was one of several scientists who had personally seen, examined, checked on, and researched the recovered flying saucers that the U.S. government had in its possession. Dr. Gee had told Newton during their drive to Phoenix that one craft had crashed or landed near Aztec, New Mexico, just south of where they were driving, and that one of the fallen saucers was recovered almost undamaged.

This scientist had left his government job, saying he was released the previous July, after seven years of service. He had worked on top-drawer projects and had become a master of magnetic energy, but $7,200 a year was all he could make for all his mastery.

He worked on a device called the Magnetron, and it was his group during the war whose devices claimed to have "knocked out as many as 17 Japanese submarines in one day. They had conducted 35,000 experiments for the government on land, sea, and air. They had moved magnetic research ahead hundreds of years and had spent a billion dollars doing it." Additionally, Dr. Gee told Scully, "They worked out of two laboratories and had a budget of $1 billion at their secret command."

After their day in the desert trying out magnetic oil finding devices, Newton,

Marley, Scully, and Dr. Gee drove across the desert and returned to the Scully house, where Dr. Gee told his amazing story of working on these recovered saucers, especially the Aztec saucer that was, as Dr. Gee put it, "virtually intact." He described the details of the craft, such as the crew compartment, unusual water found on board, and the peculiar clothing of the occupants, just as though he was describing the living room of someone's home.

It was explained by Dr. Gee:

> In the laboratories and also at Alamogordo and Los Alamos and at different parts of the country we have tenesope observers who spend 24 hours a day watching for evidence of objects or ships flying in the sky. Everything that comes within the range of these tenescopes is noted. If it is unfamiliar and lands, the Air Force is aware of it almost immediately, and if it presents scientific problems, we or the other groups are consulted. Two tenescopes caught this unidentified ship as it came into our atmosphere. They watched its position and estimated where it would land. Within a few hours after it landed, Air Force officers reached the flying field at Durango, Colo., and took off in their search for the object.
>
> The object apparently landed or crashed northeast of Aztec, on a mesa.

Scully's book describes how Dr. Gee explained to the men that these craft were powered by magnetism and that certain metals found on the craft or part of its construction were "not found on this earth." Dr. Gee said he suspected that these craft were space ships from another planet. Scully found it interesting that a man who was helping others look for oil in the desert was in fact discounting oil as the means of propulsion in the future. During the evening, Dr. Gee promised the group that he would return at some point and show the men parts from one of these craft.

During a later meeting, Dr. Gee showed up with what Scully described as small parts of the disc that landed or crashed at Aztec. Scully described one artifact as being a small radio-like cube "with no tubes, no aerials, no wires." Dr. Gee explained he thought that the craft itself was the antenna for the object. He claimed that he could hear a "high singsong note 15 minutes past the hour" emitting from the box. The object, according to Scully, was "not much bigger that a pack of king-sized cigarettes." This device, according to Scully, had Dr. Gee completely baffled.

Scully described how Dr. Gee felt about the dismantling of the Aztec saucer: “He regretted the ship was dismantled this way, but the Army seems to breed souvenir hunters as it does rank.” This meant, according to Scully, that Dr. Gee had grabbed what he could, not for his own self-interest, but for scientific research.

Dr. Gee told Scully that the Air Force took some motion pictures, but the developed film would apparently fade after two hours for reasons of security. A special chemical, only available to a few, would restore the film for another hour. Scully did not further explain this unverified story about disappearing images on film, but it confirms the high priority given to photographs or film of the Aztec saucer. Dr. Gee also told Scully that he had taken his own film of the craft, but it was not of good quality. He promised to show it to Scully and the group at a later meeting.

So much of Dr. Gee’s story and its details seemed incredible in 1948, whereas today this technology has either become reality or is commonly accepted as possible.

Scully said that Dr. Gee fulfilled his promise at a later meeting where the group, including Silas Newton, was able to study the flying saucer material. They examined the gears and the radio, and viewed Dr. Gee’s film. Scully was not initially convinced that this was a real story to run with, but after some time with Dr. Gee, he was ready to write the book that would turn out to be the first published book about a possible alien space ship that somehow made an impromptu landing in a remote desert region in the United States.

Dr. Gee explained that it was his technical group of scientists from World War II that examined the craft as well as study the propulsion system. The little bodies of the saucer occupants had gone to another facility for examination. Additionally the military had found some pamphlets or booklets inside the ship. These were described by some sources as having the texture of parchment and possibly had to do with navigation or navigation problems. The booklets or pamphlets were composed of pictorial symbols that some said were akin to Egyptian hieroglyphics. These items were turned over to officials of the Air Force, who in turn got them into the hands of cryptographers experienced in deciphering codes and languages.

Dr. Gee later said that the last he had heard (in 1950), there had been no headway in translating the material and that the ship carried no instruments of destruction, nor did the crew appear to have any firearms of any kind. The craft had a way of demagnetizing any object that came in contact with it, hostile or

otherwise. He speculated that the demagnetizing, or degaussing, would destroy or disintegrate any object in the path of the craft.

When Dr. Gee was questioned as to the construction of the craft, he explained that the outer skin of the craft appeared to be aluminum, but further tests indicated that it was no form of aluminum known on earth. The craft was very light; two or three men could easily lift one side of it. However, the other side of the equation proved that as many as a dozen men who had crawled up on the top of the "wing" could make no impression or dents on it.

Dr. Gee told Scully that the Air Force wanted to move the ship from the Aztec recovery site, of course, and decided to dismantle it because it was too large to move otherwise. The craft or ship, as he referred to it, was absent of any rivets, bolts, or screws to give technicians any reference as to how the craft was constructed.

After a long study of the craft, it was agreed that it was assembled in segments. These segments were "fitted in grooves and were pinned together around the base."

In Scully's book, Dr. Gee tells more:

> When the cabin was lifted out of the bottom of the saucer, they found a gear completely encircling the bottom of the ship, and this gear fitted inside a gear of another ratio that was on the cabin. The whole thing was very ingeniously put together, and a lot of care was taken in breaking it down. After it had been broken down, it was moved to a government testing laboratory and there it remained while parts were being tested for a considerable period of time.

According to Scully's book, the next time Dr. Gee saw the recovered disc, "the instrument board, to his amazement and chagrin, had been broken up and all of the inner workings torn apart. This prevented any further study by them as to the magnetic operation of the ship itself."

Dr. Gee said he regretted the way the dismantling had been done, because if they had been able to keep it intact long enough, "there might have come a time when they might have worked out a plan whereby they could make certain tests as to the different push buttons on the instrument board. These, he was certain, held the clews [sic] to the magnetic form of combustion developed on the ship itself."

When asked "What has been done with the people that were on the ship?"

Dr. Gee told Scully: "…some of them had been dissected and studied by the medical divisions of the Air Force and that from the meager reports he had received, they had found that these little fellows were in all respects perfectly normal human beings, except for their teeth. There wasn't a cavity or a filling in any mouth. Their teeth were perfect."

Dr. Gee said, "From the characteristics and physiology of their bodies they must have been about 35 to 40 years of age, judged by our standards of age."

As to what the saucer occupants were wearing, Dr. Gee told Scully they all wore the same type of uniform: a dark blue garment, with metal buttons. He said it was significant that there were no insignia of any kind on the collars, sleeves, or on the caps of these people. So, to all intents and purposes, "all of them had the same rank."

Furthermore, Dr. Gee commented on the fact that the "little people" on board

> seemed to be charred a very dark chocolate color. About the only thing that we could decide at the time was that the charring had occurred somewhere in space and that their bodies had been burned as a result of air rushing through that broken porthole window, or something going wrong with the means by which the ship was propelled and the cabin pressure. None of us could arrive at any conclusion as to when or how this window had broken, or at what possible point in space these occupants must have been killed. The simple fact was that there they were, dead from either burns or the bends, and we proceeded with the further examination of the interior of the ship.

Scully recorded in his book that Dr. Gee described two bucket seats inside the main cabin "…in front of the instrument panel board and two of the little fellows were sitting there. They had fallen over, face down, on the instrument board."

This was the short version of Frank Scully's story on the flying disc that landed or crashed near Aztec. Dr. Gee told Scully a very interesting story, and it was our (the authors') job to research this event to see what light we could shed on an important historical event, and to see if the original story could hold up through the many years of research that ensued.

It should be mentioned again here that "Dr. Gee" was used as a name by Scully to represent contributions from up to nine different scientists involved

in the study of the Aztec saucer, and that material quoted in this chapter appears to come from one particular scientist whom Scully accompanied on the oil finding trip and who came to his home for subsequent meetings.

Frank Scully's book came under attack shortly after it was published—not by the Air Force, not by the Army, not by the Pentagonians as Frank Scully called the military, but by a man named J.P. Cahn, who thought he had gotten the short end of a business deal with Scully wherein he had attempted to buy Scully's saucer story. That was the deal that never was, according to Scully. Cahn had worked at the San Francisco Chronicle in the early 1950s and had heard about Scully's story on the flying disc recovery. Cahn contacted Scully and made him an offer to purchase the story for the Chronicle.

Cahn had resigned from his full-time position with the Chronicle and was freelancing when he contacted Scully, although he still had a desk at the newspaper. We have dedicated an entire chapter (Chapter 5) to J.P. Cahn and, as part of our research on this book, I (Scott) traveled to California to interview some people who knew him, worked with him, and were with him up until his last day. I missed interviewing J.P. Cahn by only a few months. Regrettably, I had listened to the late Karl Pflock rather than trusting my gut instinct in this regard. Pflock was one of the Aztec skeptics, and he touted himself as an expert. One night, as I was talking to Karl, I mentioned I was going to try to track down J.P. Cahn, and Karl informed me that Cahn had long since passed away. Supposedly I was years too late. The truth of the matter was that the former journalist and hit-piece author was alive and fairly well, living in a retirement home outside of San Francisco.

This was a major lesson learned: **Do one's own research and do not count on others**. More on Karl Pflock later (Chapter 7), as we have devoted an entire chapter to the Aztec skeptics and laypeople who claim to be experts, most of them not having any research of their own.

J.P. Cahn tried to negotiate a deal with Frank Scully for the rights to the Aztec story. That was Cahn's side of the story. Scully claims the offer was so cheap that he (Scully) would never consider it. Cahn apparently thought he could give the Aztec story more bang for the buck since flying saucer stories were hot news in the early 1950s, and Cahn had a passion for not only the flying saucers but also the incredible story that Scully had to offer.

Keep in mind that this unique incident is a flying saucer recovery story, not just a great sighting, nor lights in the sky, but the 1948 recovery of a flying saucer that was never revealed to the public. After all, it was only eight months

earlier, in July 1947, when the Roswell flying saucer story was so quickly swept under the rug by the Army Air Corps cover story that it was a misidentified weather balloon. Aztec seemed like the real deal to Cahn and, because he was an excellent writer himself, he desperately wanted the story. He even convinced Scott Newhall, his friend and a section editor at the San Francisco Chronicle, that the story was "in the bag."[3]

After it became apparent that Scully had no intentions of selling an incredible story such as the Aztec recovery, and because he already had a book deal lined up, cold reality set in for Cahn: The story was Scully's and he was on the outside looking in. With egg on his face, Cahn did an about face and decided to keep his word to Scully that he would destroy not only Scully, but the entire Aztec flying saucer story.

This was done in several segments: First, Cahn had to discredit the sources for Scully's story; second, Cahn had to discredit Scully; and third, he had to make sure the Aztec story looked as phony as the business deal with which he had proposed to dupe Scully.

First, Cahn contacted the FBI after he discovered that Silas Newton, one of Scully's informants, had some questionable business dealings in Colorado. This was nothing new, as the oil business always has a high level of risk when it involves investors putting in large, or sometimes small, amounts of money into an oil well investment. That was how Silas Newton made his money: selling percentage ownerships in oil wells. Sometimes the oil wells hit big, and everyone was happy; sometimes the wells struck nothing but dirty water and everybody was very unhappy. So went the oil business in the 1950s, just as it does today.

Cahn was clever enough to locate one Herman Flader, a Denver businessman who had his own series of bad and very speculative business deals as well. Flader had invested a lot of money in one of Silas Newton's oil wells, as well as in one of Newton's doodle bug devices (a term used for electronic sensing equipment used to find oil, gas, water, and whatever else the inventor claimed the unit could locate) that Flader and others were convinced would make them millions of dollars.

By ruining the source of the story, meaning Silas Newton, Cahn was assured that Scully's story would crash and burn faster than a rookie driver at Daytona during speed week.

Number two on Cahn's list was to destroy Scully, which would be done by

destroying the sources for the Aztec story, thus ruining Scully's new book, which was selling better than fans on a hot summer night in the Carolinas. With this accomplished, the Aztec flying saucer story would die a quick death, and Cahn's mission would be accomplished.

Surprisingly, this all happened in a rather short time. Cahn, as the reader will see later in this book, with the help of the U.S. government and the military powers, or Pentagonians, as Scully called them, would all team up against the Aztec flying saucer story and put a quick and nasty end to what would have been just another story about a crashed flying saucer in the New Mexico desert. It would end up on the trash heap, along with the already-forgotten Roswell crashed disc story.

As we researched this book, many things completely amazed us; one of those things was the Cahn angle on this. He seemed to go further than one would think concerning a bad business deal. His only ostensible reward was a per-word payment for his long hit piece, "The Flying Saucers and the Mysterious Little Men" in True Magazine.[4]

After all, most of us have experienced bad business deals at one time or another, but to take this to the vendetta level as Cahn did seems extreme to say the least. He and Scott Newhall were good friends in the 1950s, arriving at the San Francisco Chronicle together as a team when the owners of the paper wanted some new, young blood to get the newspaper back on track. He did not leave the paper under a cloud, and never lost credibility with Newhall or any of the staff over the saucer story. Plus, he was not a full-time employee when he tried to negotiate the deal between Scully and the newspaper. Even though his former friends and coworkers all said he had a big ego, this entire flying saucer story seemed to take Cahn to a stratospheric level of frustration.

As you read Chapter 5 in this book, you will see that he somehow had enormous resources at his disposal when he went after Frank Scully. Who else was behind the mission to get Scully's book discredited? It certainly was not the other investors of Silas Newton's doodle bug device, nor was it the other investors in Newton's oil well ventures. It turns out that Newton's investors were, in the main, all quite happy, as court records show. These satisfied investors were not even allowed to testify in the Denver fraud trial brought on by the FBI looking into Silas Newton and his oil well schemes.

After the bad press on Silas Newton, the entire Aztec flying saucer story did die a quick death. Behind the Flying Saucers did very well up until the Cahn derailment. By the mid-1950s, no responsible writer or UFO investigator

would touch the Aztec story with a 10-foot pole. It was not until the mid 1980s when William Steinman and Wendelle Stevens co-wrote the 623-page book UFO Crash at Aztec that the rumor of the Aztec incident began to awaken from its four-decade sleep.

Steinman and Stevens's book was well researched, but Aztec still carried the stigma as a non-event in most UFO research circles, and experts said that anybody doing research on Aztec was wasting her or his time. The public had long before consigned Aztec to a quaint legend with no basis in fact.

Steinman had secured some excellent interviews in the book, but he rarely used names when it came to witnesses—only initials. This was a major problem to many when it came to the credibility of the sources with whom Steinman claimed to have talked and interviewed. It wasn't until I (Scott) started researching the Aztec story more than two decades ago that I came to fully understand what Steinman had gone through to resurrect the Aztec recovery story.

So, the Aztec UFO or flying saucer story lay dead for years, even after the 1986 Steinman book that almost unknown outside of the town of Aztec itself. When I learned about Aztec, and the book, during a visit to the community of Aztec, as I explained earlier in this book, I was suddenly aware of a story that might be as big as Roswell. Frank Scully had possibly come across a flying saucer story that was second only to the Roswell crash retrieval of 1947, or perhaps it was the biggest scam of the 1950s, the way Cahn had described it.

The only way to carefully research a story as big as this is to take every part of the story, piece by piece, and carefully look at every claim made by Scully, Cahn, Newton, Leo GeBauer, Flader, the FBI, and a cast of hundreds, all of whom would be interviewed before the verdict was in. Now, you, the reader, know the basis for the story.

3

RAF Welford, Newbury, Berkshire, England, 1964

Scott Ramsey Meets Stanton Friedman

Because nuclear physicist Stanton Friedman is a highly respected researcher and author in the UFO field, I (Scott) vividly remember my first personal encounter with Friedman. This is my account of that meeting:

My first meeting with Stan Friedman was in early 2000 when I was helping the Aztec Library develop its Aztec UFO Symposium. The symposium was organized to raise awareness for and to assist in raising funds to build a desperately needed new library building for Aztec. The library building now stands as a symbol for the success of the symposium and the corresponding help from the New Mexico Legislature.

I talked with Stan on the phone and invited him to be one of our speakers for the 2000 fundraiser. At that time, the Aztec UFO Symposium had a reputation of bringing in provocative and important speakers to the symposium, and it prided itself in hosting world-renowned guest speakers who were authorities in the UFO field. The event was always held in March, near the anniversary of the alleged Aztec UFO crash. Stan told me he was more than happy to attend, even though the only inducement we could offer at that time was a plane ticket from Canada, a hotel room, and three meals a day.

Because Stan was speaking that week at the University of New Mexico (UNM) in Albuquerque, I agreed to fly in from Charlotte, North Carolina, and meet him at the airport so that we could then drive the 148 miles to Aztec. It was exciting for me have Stan alone in the rental vehicle for about three hours. I had always been a fan of his, as I remember watching him on local television in Pittsburgh when I was a kid. Stan was a frequent guest on either The Marie Torre Show or on local TV news any time the subject of UFOs was discussed.

As I loaded Stan into my rental car that Friday at the University of New

Mexico, we discussed his lectures the previous two days at UNM and the fact that they were so well attended that he had to schedule lectures on both Wednesday and again on Thursday just to keep the fire marshal at bay. As we negotiated the scenic drive from Albuquerque to Aztec, Stan asked me why a guy from North Carolina was helping a small-town library raise funds. I explained that I was researching whether the old story about a UFO crash at Aztec would turn out to have as much substance as had been discovered with the Roswell Incident. Stan was quick to remind me that most people had written off the Aztec crash story many years before, but he said he was open to any new evidence.

We talked for the entire three-hour drive, and I laid out the evidence I had found in my research up to that point. I don't think he was overly impressed with what I had found, but he encouraged me to keep on digging. He was interested in the fact that we had found some potential witnesses, as first-person sources were the one thing the Aztec story always lacked.

Since that time, Stan returned to Aztec many times as a speaker, and he was always there for us when we needed to bounce ideas off him. His visit to Aztec in 2000, and our subsequent relationship, was the beginning of an important phase of our research.

Stan and I talked to the press during the Aztec UFO Symposium of 2003 and, during an interview with Farmington Daily Times reporter Debra Mayeux, Stan mentioned that both he and I were always looking for new witnesses for the Roswell and Aztec cases. Debra's boss liked her resulting story so much that he filed it on the Associated Press wire. The story ran in media all over North America.

At that point, I felt that maybe Stan was starting to look at the Aztec Incident with new eyes. He had just heard the research we reported during the three days at the Symposium, and I could see the gears in his head turning. Shortly after the 2003 Aztec Symposium, Stan was on a national radio show and mentioned my Aztec research. Virgil Riggs, who was living at the time in Evanston, Wyoming, happened to be listening to the show that night. Virgil had grown up in Aztec, had attended the local school, and had witnessed the 1950 Flying Saucer Armada that appeared over Farmington and Las Vegas, New Mexico, and was a front-page UFO story in 1950. (We have more on the UFO Armada in this book, as we are among many serious researchers who feel that it was one of the most important and best-documented UFO sightings in New Mexico.) Virgil contacted Stan and said that he was pleased to hear that

someone was researching the old Aztec story, as he had always maintained an interest in the event.

On the morning of July 9, 2003, I (Scott) received an e-mail from Stan saying that he had a possible lead to the Aztec Incident. A day or two after receiving the e-mail from Stan, I responded in kind to Virgil and asked if we could talk by phone. Virgil said he was more than willing, and the first phone conversation lasted for hours. Aside from our mutual interest in the Aztec Incident, we had many other shared interests. We talked about the town of Aztec and agreed it was located in one of the most beautiful parts of the country. Because he was a private pilot, Virgil agreed that he would fly in to Aztec and discuss with us what he had learned while in the Air Force and stationed at RAF Welford, Newbury, Berkshire, England. He was assigned to the U.S. munitions depot on the base in 1964.

Virgil Riggs doing annual maintenance on his Cessna 152.

The Virgil Riggs Story: Aztec UFO Crash of 1948[1]

As a kid growing up in Aztec, NM, in the late 1940s to the late 1950s, I had heard many folks talk about the UFO crash north of Aztec. Kids at school would occasionally discuss when and where it had occurred.

For the old-time Aztec folks, I attended Mrs. Martin's 2nd grade class in the old four-room, red brick, two-story schoolhouse. There were big enclosed fire escape slides from the second floor. It was located on the site where the "new" high school was constructed in the mid-1950s.

I had heard my dad and other roughnecks in the oil "patch" discuss the crash and the "little guys inside!" I don't think my dad seriously believed the event occurred, as he was not witness to the happenings. But the subject of the crash was the topic of many conversations at The Gas Cap Café, The Aztec Café, Bill's Place Bar, and The Hiway Lounge, all of these places [I went to] with my dad. While we were looked down upon as "oilfield trash," the so-called "good" people of Aztec had no problem cashing my dad's oilfield paychecks.

I went into the U.S. Air Force in March of 1960 and was stationed at Bolling AFB, Washington, DC, and later at Kunsan AB, Korea. After the isolated tour of duty in Korea, I was allowed my choice of duty assignments and opted for a conservative overseas assignment; I asked for Japan, England, France, or anyplace in Europe. In 1964, I was assigned to the U.S. munitions base at RAF Welford, Newbury, Berkshire, England.

Duty in England was good. I bought a little English car, a Morris Minor. My sister in Farmington, NM, mailed me a NM State University window sticker, which I put in the window of the little car.

I was at work at the base motor pool one day when a fellow from the vehicle maintenance shop walked across the street and asked me if I was from New Mexico, as he had seen the sticker on my car. We introduced ourselves. His family name was Donald Bass, with the nickname of "Sam" (like the old gun slinger). We compared past duty stations and realized that we had both been stationed in Korea about the same time! I was in Kunsan AB, and Sam had been at Osan AB in 1963/1964, before we were both reassigned to RAF Welford in England.

I told Sam Bass that I was from the Four Corners area of New Mexico. He asked me if I ever lived in Aztec. I told Sam that yes, I indeed lived in Aztec and knew the area and town fairly well. Sam said that he had been in Aztec briefly in 1948. I assumed that he had been in the oilfield. Sam suggested that we meet at the Airman's Club after dinner and talk; I agreed.

Our conversation was pretty much about Aztec. I asked Sam why he was so interested in Aztec, NM.

Sam asked me what all I knew about the UFO crash at Aztec in 1948.

I told him that I had heard about it for most of my life, but had no direct knowledge about it. Sam then asked me if I thought we were alone in the universe. I replied that I thought there had to be intelligent life out there somewhere. Sam told me that he knew for a fact there was life from elsewhere, as he had seen some actual "little bodies" and that he had been involved with the UFO crash retrieval at Aztec, NM, in March of 1948! He had been stationed at Roswell, NM (Walker) and was flown with a group of USAF personnel to Durango, Colorado, by C-47 (DC-3) aircraft, then driven on down to the crash site.

Sam told me that he had seen the bodies at the Aztec crash site, as they were loaded onto a truck. He did not tell me if the bodies were in body bags, caskets, or preserved in any way, but he thought they were placed in the cargo truck for protection from the elements and out of sight. He thought the bodies were eventually moved to Ohio by road transportation and that the craft was moved by road transportation to the new secure airport at Los Alamos, NM. Sam also related that a light spring snowstorm had occurred while the detachment was at the crash site before the craft was disassembled and removed. Sam was amazed that the snow and ice accumulated on the military vehicles, but there was no accumulation on the craft's surface.

I asked Sam about the food and quarters for the troops while at Aztec. Sam said they were on the crash site 24/7 and never left. They were provided food rations and sleeping bags. Sleep in shifts was in, under, or in the cargo bed of the military vehicles.

No tents or cots or hot chow was available. Latrine facilities were in the brush. Sam's main duty was to provide perimeter security of the crash site, to keep people away. Sam was at the very bottom in the chain of command and was a very young trooper at the time.

We carried on this conversation for the next three years, [during] which Sam's story never changed, enhanced, or embellished. Sam warned me not to talk about the event at Aztec, as talking about the UFO crash had caused his U.S. Air Force career to suffer badly. He was the only A/2C (E-3) with nearly 20 years of services that I had ever met. I was 22 years old, and Sam was in his late 30s. Sam always looked over his shoulder and always ended our conversation that perhaps he had "talked too much already."

Sam and I both were advanced to A/1C (E-4) about the same time at RAF Welford. Sam and I both got married about the same time in 1965. We both moved into the married quarters on the base at RAF Welford, into trailer houses next to each other for nearly three years. Sam is a good friend and I certainly hope that he can be located. I hope that he survived Vietnam.

I went back to the U.S. for separation from the U.S. Air Force and entry into the U.S. Navy Seabees, in July of 1968. Repeated tours of Vietnam followed. Sam Bass went directly to an air base in Vietnam, I think about the same time. Have not seen or heard about Sam since. I am now about 71 years of age; Sam will be about 91 years of age or more.

I heard Stanton Friedman on a radio program one evening in 2003 talking about Scott Ramsey and his research into the 1948 UFO crash at Aztec, NM. Mr. Friedman asked for anyone with any knowledge of the event to email him. I sent an email and it was forwarded to Scott Ramsey.

As a child at school, I also remember going outside at recess and looking at some of the mass UFO formations in the area about 1950. This later became known as the Farmington Armada.

Virgil J. Riggs

August 24, 2015

SO A-1109, 314TH AIRDIV, PACAF, APO 970, 12 Aug 63, Cont'd

5. The following named airmen, CAFSC as indicated, are relieved from assignment 6314th Support Wg, PACAF, APO 970; assigned 6314th Civil Engineering Sq, PACAF, APO 970. EDCSA: 20 Aug 63.

GRADE	NAME	AFSN	CAFSC
A3C	ELEVINIO M. VAROS	AF25643716	54530
A3C	HENRY L. MCDANIELS JR	AF19677264	55130

REPORTING DATA: Report to new organization not later than 19 Aug 63.
GENERAL INSTRUCTIONS: AUTH: AFM 35-11. Mail will be addressed to show Grade, Name AFSN, Unit and APO.
TRANSPORTATION: NTI. NFI.

6. SSGT BERNICE W. PROCELL, AF18272636, CAFSC 64650
ASSIGNMENT: Relieved from assignment 6314th Support Wg, PACAF, APO 970; assigned 6314th Supply Sq, PACAF, APO 970. EDCSA: 20 Aug 63.
REPORTING DATA: Report to new organization not later than 19 Aug 63.
GENERAL INSTRUCTIONS: AUTH: AFM 35-11. Mail will be addressed to show Grade, Name AFSN, Unit and APO.
TRANSPORTATION: NTI. NFI.

7. A2C SENDOR NEMETH, AF17563658, CAFSC 60230
ASSIGNMENT: Relieved from assignment 6314th Support Wg, PACAF, APO 970; assigned 6314th Transportation Sq, PACAF, APO 970. EDCSA: 20 Aug 63.
REPORTING DATA: Report to new organization not later than 19 Aug 63.
GENERAL INSTRUCTIONS: AUTH: AFM 35-11. Mail will be addressed to show Grade, Name AFSN, Unit and APO.
TRANSPORTATION: NTI. NFI.

8. The following named airmen, CAFSC as indicated, are relieved from assignment 6175th Air Base Gp, PACAF, APO 64; assigned to organizations as indicated, PACAF, APO 64. EDCSA: 20 Aug 63.

GRADE	NAME	AFSN	CAFSC	ORGN
SSGT	LEROY E. BOOTH	AF19326432	77150	6175th APRON
SSGT	JAMES C. ROBINSON	AF19345212	77150	6175th APRON
A1C	LEONARDO CALDERON JR	AF25962152	77150	6175th APRON
A1C	FRED H. DAVIS	AF14577865	77150	6175th APRON
A1C	HENRY RAINGE	AF14578169	77150	6175th APRON
A1C	JAMES K. STINOGEL	AF15564883	77150	6175th APRON
A2C	JOSEPH S. HAUCK	AF15639114	60350A	6175th MATRON
A2C	VIRGIL J. RIGGS	AF18563579	60350A	6175th MATRON
A2C	ROBERT W. WRIGHT	AF19665557	60330A	6175th MATRON
SSGT	LEE N. DAVID	AF14220718	43151A	6175th SUT SQ
A1C	KENNETH E. MCCLENDON	AF14268001	57150	6175th SUT SQ
A3C	JOE B. TOLBERT	AF18637953	27150	6175th SUT SQ
A1C	EDWARD ROBERTSON	AF14636828	77150	6175th APRON
A1C	JOSEPH CANNATA JR	AF11383596	64550	6175th MATRON

FOR THE COMMANDER

Edward G. Carroll, Jr.

EDWARD G. CARROLL JR
1st Lt., USAF
Asst Admin Officer

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Analyzing the Donald Bass Story

Virgil and I (Scott) met many times in our search for Donald Bass, also known to his fellow servicemen at the Welford base as Sam Bass.

Countless hours have been spent trying to find Bass. We have spent so much time on Donald Bass that we think we know every Donald Bass in the United States of America. We know from the impeccable record-keeping of both Virgil Riggs and the Air Force that Donald Bass did exist. We found photos of him in the RAF Welford Year Book on their web site. We have the original orders and duty rosters from Virgil Riggs that show Bass's name and AF number, but sadly, we can't find the elusive man who claimed he was at the actual recovery or retrieval of the Aztec saucer.

What is interesting about Bass's account are the similar details about Aztec that we discovered elsewhere in our research, such as the recovery team being flown into Durango, and then being driven down to the crash site. This was the same means of transportation that the mysterious Dr. Gee took on his way to the Aztec site. The second part of Bass's story that struck me is again the talk of "little bodies" that were seen at the site.

One of the valid questions often asked is whether people are confusing the Aztec crash with the Roswell Incident. That question was addressed in the early stages of our research. They are facts that both stories are about New Mexico, that the time frame is only eight months apart, and that both stories talk about recovered flying saucers and the subsequent recovery of small human-like bodies. But, after we spent years digging into the story, we came to the inescapable conclusion that Aztec was a completely separate New Mexico incident. The facts presented in this book show that the Aztec case stands on its own bona fides.

Virgil was a regular at the Aztec UFO Symposium, and flying in to his hometown gave him a chance to come back to see old friends and family members. He is still a private pilot, retired engineer, and a great outdoorsman. He loves his big game hunts and hiking the mesas in New Mexico. On one particular occasion we met him in August 2008. He wanted to visit the crash site and hike around, as we (Scott and Virgil) were both in Aztec for only a few more days.

After walking around and studying the crash site for a few hours, we came back to town for a quick lunch at the Hiway Grill, a landmark for great food and cold beer in the Four Corners area. We spent hours rehashing the Aztec story, Sam Bass, and what the town of Aztec was like in the post–WWII days. At the time of this meeting, the Hiway Grill also included pictures all over the walls showing the area from the early days into the 1960s. A picture of Virgil's father was on the wall greeting customers as they entered the restaurant. There was another photo showing his father working an oilrig. The current Hiway Grill is a modification of the original Hiway Lounge, originally located across the road.

We talked about his long career in the military as well. Virgil logged approximately 28 years in various services. This includes four years at college and several years in the reserves. His credibility has never been questioned, and his story has remained solid as concrete to this day.

Searching for Donald Bass

We combed through every possible lead we could think of to find Donald Bass. In the summer of 2003, when Suzanne and I (Scott) married, we moved all her belongings from Farmington to Mooresville, North Carolina. We were no sooner unpacked when we were off to Maxwell Air Force Base in Montgomery, Alabama, to visit the Air Force Archives in order to research RAF Welford, and to bring home as many records as we could carry. After four long days of research, only a handful of declassified records were made available to us.

The United States no longer has a relationship with the old NATO base, and the base has been decommissioned. The records are all at Maxwell, and so there must be secrets still hiding in those files.

The search for Donald Bass was a very long one. I can't say we have given up, but we have tried everything to find Bass, living or dead. Virgil attended the RAF Welford reunion in Nashville in October 2008. At the reunion, some of the veterans remembered Donald, or "Sam," as they knew him, but no one had heard from him after he was shipped off to Vietnam. We include a photo of Donald shown on page 56 in this book for those who want to see the mystery man who claimed to have been witness to the most amazing UFO recovery since Roswell.

We have had critics claim that if there were a Donald Bass, he would have shown up on the Vietnam Memorial Wall. Donald Bass does not show up on the Vietnam Memorial Wall or Web sites. The Vietnam Veterans Memorial site freely admits that the 58,300 names of the fallen are not complete and that names are added each year. Regional memorial walls rely upon volunteers to contribute names of those who died in the war or as a result of wounds sustained in the conflict.

BBQ at RAF Welford, 1968. Standing (l–r): Donald "Sam" Bass, Jim Delaney, Butch Martin, Skip Coates, David Siegal, Doug Howell. Seated (l–r): Sgt. Lambert, Darwin "Jack" Jackson.

Did Donald "Sam" Bass in fact talk too much? Why was he still at the rank of A/1C (E3) after so many years in the Air Force? Why are he and his records so difficult to find after all these years?

I located a Bass family with many offspring in South Carolina and spoke with a person who claimed to have been his brother in January 2006. The brother told me all the siblings had taken on the nickname of the famous outlaw Sam Bass. The brother said that Donald, "Sam," had been stationed in the Southwest—Texas, he remembered—then he went on to Walker (AFB), then to Korea, and to England before finally shipping off to Vietnam.

Sadly, Virgil's worst fears may have been realized for Donald Bass in Southeast Asia; the sibling told me his brother had been killed by a hit-and-run driver one night while returning to his base in Vietnam.

4

The Farmington Armada of March 1950

> "Fully half of this town's population still is certain today that it saw space ships or some strange aircraft—hundreds of them—zooming through the skies yesterday."
>
> —Farmington Daily Times, March 18, 1950[1]

The wind blew and dust swirled through the late Saturday morning skies of Farmington, New Mexico, but the eyes of the populace were on the skies where one of the greatest mass sightings of flying saucers in modern history astounded the watchers. A Farmington Daily Times story said that their phones were "deluged" with reports of the objects for a full hour after the 11 a.m. sightings.[2]

Counted by various witnesses, "dozens" to "hundreds" of gleaming silvery discs raced above the town at an altitude estimated at 15,000 feet. All of the saucers were described as "silver" except for the leading disc that was a glowing red. This sighting was the third and most massive of three days of mid-day sightings on March 16, 17, and 18, 1950, as the discs flew at fantastic speeds from the northeast to the southwest, and the newspaper emphasized that these high-flying craft were only 110 miles away from Los Alamos, recognized by everyone as one of the most critical defense establishments in the United States, where the atomic bomb was developed. One witness quoted in the newspaper estimated the speed of one saucer to be about 1,000 mph and a size approximately twice that of a B-29. The Boeing B-29 was 99 feet long with a wingspan of 141 feet.

Though no Aztec witnesses were interviewed for the story, the discs would probably have overflown that town 11 miles northeast of Farmington and directly on their flight path, which has led some writers to speculate that this

formation could have been commemorating the lost saucer recovered by the U.S. Air Force on the mesa on Hart Canyon Road in March 1948.

So, why did this story, front page news for the Farmington Daily Times on March 18, 1950, not become an important story nationwide? The most likely answer comes from New Mexico State Policeman Andy Andrews, who reported that the saucers were actually just cotton-like fluff that cottonwood trees produce in the spring. His remark was tailor-made in an era when UFOs were explained away as weather balloons, ball lightning, swamp gas, the planet Venus, and hallucinations. What was not added to Andrews's published explanation was the fact that he had openly discussed his sightings of flying saucers two years earlier and had even tracked them during his patrols, which ranged from Farmington to Cuba, New Mexico.

The Andrews story came from his quoting several Farmington residents who, in his words, asserted it was cotton they saw. Newspaper reporters found that these residents "denied Andrews's report."

A number of responsible citizens in Farmington attested to the display, including Clayton J. Boddy, business manager of the newspaper and former U.S. Army Captain of Engineers, who was on Broadway Street when "all of a sudden I noticed a few moving objects high in the sky. Moments later there appeared what seem to be 500 of them." He said he could not estimate their size or speed, but said they appeared to be about 15,000 feet high.

Boddy's account was confirmed by Joseph C. and Francis C. Kelloff, grocers from Antonito, Colorado, who were in Farmington to inspect the site of a proposed new store, as well as by Bob Foutz and John Burrell of Farmington. The Kelloffs said the objects appeared to be flying in formation.

Harold F. Thatcher, head of the Farmington unit of the U.S. Soil Conservation Service, said he made a triangulation on one of a number of flying craft. He said if it had been a B-29, it would have been 20,000 feet high and traveling more than 1,000 miles per hour.

"I'm not a profesional engineer," Thatcher was quoted as saying, "but I have engineers working under me, and I know how to work out a rough triangulation on an object." Thatcher emphatically denied an earlier report (from Patrolman Andrews) that the objects could have been small pieces of cotton fuzz floating in the atmosphere.

"It was not cotton," Thatcher said. "I saw several pieces of cotton fuzz floating around in the air at the time, but I was not sighting on any cotton."

That was not the end of it. At 3 p.m. the same day, Mrs. Wilson Jones, 27, and Mrs. Roy Hicks, 33, reported seeing objects to the north of Farmington, flying in perfect formation.

Johnny Eaton, 29, a real estate and insurance salesman, and Edward Brooks, 24, an employee of Perry Smoak's Garage, were the first to report the red-colored flying saucer. Brooks, a B-29 tail gunner during WWII, said he was positive the objects he saw were not airplanes. He was quoted as saying, "The very maneurvering of the things couldn't be that of modern aircraft."

John Bloomfield, another employee of Smoak's Garage, said the discs he saw flew at a speed about "10 times faster" than that of jet planes. He also said the objects frequently made right-angle turns. "They appeared to be coming at each other head-on," Bloomfield said. "At the last second one would veer at right angles upward, the other at right angles downward. One saucer would pass another and immediately the one of the rear would zoom into the lead."

The newspaper story also quoted Marlo Webb, another garage employee, who said the saucers appeared to be about 8 inches in diameter as seen from the ground, taking into account the altitudes of the sightings. "They flew sideways, on edge, and at every conceivable angle." Webb's additional statement was that the flight vectors made it "easy to determine that they were saucer-shaped."

None of the observers told of any vapor trail or engine noise, nor did any Farmington residents report seeing windows in the large craft or any markings on the silvery surfaces.

Another important statement in the newspaper held, "In general Farmington accepted the phenomenon calmly, although it was reported some women employees of a laundry became somewhat panicky."

In the sifting of their reports, the Farmington Daily Times compiled a timetable of the sightings:

1. 10:15 a.m.: five to nine saucers zoomed over the town's business area for 10 minutes before moving out of sight to the northeast.
2. 10:00 a.m.: report of "hundreds" seen west of town.
3. 10:30 a.m.: red saucers seen over town.
4. 10:35 a.m.: three objects staged "dogfight" over town.
5. 11:15 a.m.: closest view of a large number of saucers.

6. 11:30 a.m.: all disappeared.
7. 3:00 p.m.: fleet of "hundreds" seen flying in formation to the southwest from the northeast.

So, these multiple sightings of many flying saucers at mid-day was front-page news in the Four Corners area, and reports are that silver discs with a glowing, red-colored saucer leading them were also seen over Las Vegas, New Mexico, approximately 270 miles southeast of Farmington, that same day.

Today there are still Farmington residents who remember the Farmington Armada. Marlo Webb was a young man in 1950 who served in the U.S. Navy during WWII and later went into Naval Aviation at Garland, Texas, to learn how to fly in the T-6 Texan. Webb was working at his future father-in-law's garage when he witnessed the flyover. When Scott interviewed him, Marlo said he was at the back of Smoak's Garage, later to become Webb Chevrolet, that day when he heard commotion outside. When he went out to see what all the people were looking at, he saw between 12 and 15 flying objects darting around in the sky. When he went out to see what all the people were looking at, he saw between 12 and 15 flying objects darting around in the sky.[3] Marlo recalled in our interview that estimating the altitude was very difficult as there was no reference point to judge the distance from. When asked to guess, he said he thought they were around 5,000 feet or less. He did not see the large groups of flying saucers, estimated to be hundreds by some accounts, but said his friends did report that later in the hour, many more discs joined in.

Marlo said that during the short time he was watching, the saucers seemed to change direction. This, he told me, ruled out that they could be something floating in the air. He said that they first came from the northwest, and then seemed to change direction and fly against the prevailing winds.

When I asked Marlo if anyone ever had contacted him from the military or the U.S. government, he replied that indeed several different agencies (he did not say which) contacted him the night of the sighting and over the next few days, telling him that they wanted his thoughts as to what he had observed. He recalled they were all very nice, very professional, and never threatening in any way. Basically, he said they just wanted his version of what he saw.

Scott had the opportunity to meet Clayton Boddy, as Scott had read the original newspaper story. We never had the opportunity to interview him about the Armada before his passing. Clayton was the business manager at the Farmington Daily Times when he witnessed the flying saucers. His

granddaughter Shawna, as well as other family members, were very familiar with his experience. As he described to them, he was invited to share his sighting at Farmington's KVBS radio station. When Boddy arrived at the station, the staff apologized and explained that they would not be able to interview him. When he asked why, they replied that they had received a call from the military advising them not to do the interview. For many years after leaving the radio station, he chose to only speak to family members about the sighting. Shawna told us she was always amazed at the story her grandfather told on more than one occasion.

The irony of this story lies with Andy Andrews, the highway patrol officer who experienced more than one flying saucer sighting in 1948, when he and Manuel Sandoval followed luminous discs while they patrolled the lonely roads from Cuba to Farmington at night. In March 1950, Andrews was the loudest voice writing off the Farmington Armada by calling the flying objects "cotton balls" from the blooming cottonwood trees. His entire flying saucer memories seemed to have changed or been altered in the two years since the Aztec Incident. There was always the possibility that Andrews's dismissal of Farmington was encouraged by other sources, and certainly his published quote explaining away the armada was what stuck in the media reports of the day.

5

Did Cahn Con the Cons?

> "I then sold the story to Holt, and the book's subsequent success seemingly has consumed the magazine editor with frustration and envy, and the sort of indigestion that comes from having to eat old crow."
>
> —Frank Scully, 1963[1]

The story of the Aztec Incident has more twists and turns than a bag of pretzels. Just when you think you have the story figured out, we will throw another chapter like this one at you that will probably make you go back and start the book all over. This is not our intention; it is just the way the story unfolds. (Just think what it was like trying to put all the pieces of this puzzle together over the past three decades!) With that said, let us introduce another character into the Aztec drama: J.P. Cahn.

Cahn, a California author and journalist, went to extreme measures to discredit Frank Scully's book and especially two of Scully's major sources. Cahn wrote for many media outlets in his lifetime and was a successful writer of Old West novels that centered around the Southwest and early California. His pen name was John Kenner. I (Scott) have briefly read some of his work trying to get a sense of his writing style and to contrast it to his non-fiction work. Some of his writing includes True Tales of the Real Characters of the Old West, The Man Who Invented the Stage Coach Hold Up, and More New True Tales of the Old West.

The last-known photo of J.P. Cahn before his death.

John P. Cahn was an only child of wealthy parents in northern California; he never had to work a day in his life because of his inherited wealth. His family claimed that J.P. Cahn's grandmother was the first Caucasian woman born in California at the time of the Gold Rush.

Early in life, Cahn developed a passion for writing. His interest in the Wild West and the early days of California drew him into conversations with fellow journalists, but, despite this, he was considered a "loner" by his friends, as Cahn kept to himself unless stimulated by an interesting writing project that required collaboration.

By the late 1940s, Cahn had joined other Americans in a passion to explore the enigma of the flying saucers. He thought, as many did, that the flying saucer story was the hottest topic being discussed in the mass media and that the real story was not being told to the public. California was a hotbed of flying saucer sightings, and Cahn seemed to visualize himself as discovering the truth and telling it to America.

Cahn joined the San Francisco Chronicle in the late 1940s after a brief stint as a pilot in the Army Air Corps. He arrived on staff a few years after Scott Newhall. Newhall was also the son of a wealthy family and Newhall, California, is the family namesake. The Newhall family wealth came from real estate and a successful mercantile business, a story remarkably similar to that of the Cahn family. Newhall persuaded Cahn to join the paper, and it is

sufficient to say that neither man had to work to support himself. The two had big plans for the San Francisco Chronicle as the paper was fighting the San Francisco Examiner for dominant market share in the Northern Bay Area. The reporters worked hard to maintain the top spot.

"The two were also a very good team," according to Robert McClay.[2] McClay was Cahn's best and, sadly, only friend when Cahn died a few years ago. The two worked together for years and were the best of friends. McClay did illustrations and promotional art for the Chronicle, and Cahn actually began his career at the Chronicle as an advertising copywriter. Newhall, who had come to the paper as a summer replacement photographer in 1934, was instrumental in bringing the newspaper to prominence through the hiring of talented people in succeeding years. These, according to McClay, were the heydays of the San Francisco Chronicle.

Newhall also had a flair for shaking things up when it came to writing and publishing. McClay recalled that, when a book by a local writer was published about madams and brothels of San Francisco, Newhall was first to decide to write a feature article on the book. Needless to say, it not only shook things up, but it caused small earthquakes for a few politicians.

For the San Francisco Chronicle it was a new era of reporting news. The stable included writers with a new style, such as author Pierre Salinger, who broke many political stories; writer Pauline Phillips, who was permanently endeared to America with her "Dear Abby" column; and later, in the 1960s, staff writer Paul Avery, who was go-between for the enigmatic ciphers and letters from the notorious Zodiac Killer, whose identity has still not been conclusively proven.

J.P. Cahn first approached Scully in 1949 when Cahn got wind of Scully's lead on a flying saucer story. At that time he offered to buy it but was told the story was not for sale. Cahn, who apparently had already convinced his friend Newhall and Paul C. Smith, the editor and general manager of the paper, that Cahn "already had the story in the bag."[3]

At that point in the research, we needed to assemble the historical jigsaw puzzle and look at both Frank Scully's story and then Cahn's version. The first piece is Scully's letter, dated June 15, 1952, but not sent to attorney A. Brigham Rose, who represented Silas M. Newton until September 20, 1952.[4]

Private and Confidential

Forwarded to: A. Brigham Rose, Attorney for Silas M. Newton
September 20, 1952
Memo on J.P. Cahn
June 15, 1952
By Frank Scully

On February 22, 1951, J.P. Cahn, an unemployed newspaper man from San Francisco, came to my home at 2071 Grace Avenue, Hollywood, 28, California, claiming he was a friend of Abe Mellinkoff, city editor of the Chronicle, and a classmate at Stanford of Sherman Mellinkoff. He asked if he might do some research under my direction on any new leads that might develop concerning flying saucers. He was sure the San Francisco Chronicle, where he had been previously employed, would carry expenses up to $1,200 for six weeks in return for the first crack at whatever material might be unearthed. He was even surer there was a fortune in it and he was most anxious to get a piece of it.

I listened and said nothing encouraging or discouraging. For myself I felt I had exhausted the subject of flying saucers and in any event the subject had exhausted me. He came in a few times, was invited for lunch and once came at teatime.

At our house Cahn met Silas Newton, an oil man freely quoted in "Behind the Flying Saucers." Niether [sic] of us, however, had ever seen a saucer, had any hallucinations we had seen one. Nor had we joined any mass hysteria concerning the enigma.

When Cahn found that Newton made frequent trips to San Francisco, whereas I minded moving from one chair to another, he dropped me like a dead fish and latched on to Newton.

I didn't see Cahn after that for months. I didn't see much of Newton either, because he was working out a petroleum storage defense project and spent most of his time between Washington and San Francisco.

The next time I saw Cahn was June 11, 1951, when he barged into my home carrying a brief case. In the brief case was a dossier. The contents he assured me would prove I was duped of the slickest bunch of confidence men that the country has seen in years. They were using me and my book to build up sucker lists and then selling them these

suckers dubious oil stocks. Their arrest was only a matter of days. His editors thought I should be informed of these revolting developments and if I would cooperate with them and write the expose under my name they would see I was amply repaid for yelling "copper" on my saucerian sources. If I wouldn't, they of course would have no alternative then to assume I was party to these illegal practices [sic]. In brief, he was also trying out blackmail on me, for size.

All this was so completely in the syndrome of stampede confessions from behind the iron curtain that I wondered if Cahn and the Chronicle were not practising to take over the functions of a secret police, if and when the Constitution were abolished and a police-state pencilled in to succeed it.

I called Alice Scully [Frank's wife] in to the office and had Cahn go over his charges in her presence.

At this point Cahn confessed something of himself. He confessed he was a crime reporter. In fact he even confessed that he had gone in for some larceny to strengthen his case. He said he stole a small disc presumably in Newton's collection of saucerian mementos and had substituted a slug when returning the collection to Newton. He showed me a photograph of the filched disc next to a nickel. Whether this is in the realms of petty or grand larceny would have to be determined by a court skilled in appraising such curiosa.

Cahn next went on to expose Dr. Gee, a composite of scientists I had created out of several who had told me the most sensational phases of the flying saucer story. He asked me if I knew Dr. Gebauer and gave his address in Phoenix. I told Cahn I certainly did. He said that Newton had told him that Dr. Gebauer was Dr. Gee and if he [Cahn] got Gebauer himself not only to admit he was Dr. Gee, but to admit he had been a nobody in the defense setup in the last war and had concocted his sensational saucer story out of his own head, would I then collaborate on the Chronicle's expose and write their "I have Been Duped Story" from the material supplied by them and Cahn. If we would there was at least $25,000 in it. We told him that if he had proof which satisfied our minds, not merely his or the Chronicle's, it would then be time to discuss the next step in the saucer story. He said he would prove that Gebauer and Newton had been working the confidence racket for years and in a few days would have a confession

from Gebauer and all this was true and that the whole saucer story was a hoax of his making. He was sure that I being a man of honor would see I owed it to the thousands of readers of "Behind the Flying Saucers" to protect them from further victimization of this well plotted fraud.

I told him if he could prove that Dr. Gee was Gebauer and that Dr. Gebauer was a nobody in the field of Geophysical and magnetic research and had never had a status in the government defense setup, Cahn hardly needed me to prove his case. But he insisted that he did need my help and assured me the Chronicle would pay me handsomely for the task. He said they'd guarantee at least $25,000 plus a syndicated percentage. I then told him if it were true I would write it for nothing; if it weren't true, money couldn't buy it.

Alice asked how would the fact of flying saucers, true or false, hang on to Dr. Gee? Just because Mr. Newton or anybody else may or may not be what I said they were, would that, to instance Adamski's pictures [as] lies?

Subsequently Cahn got "a confession" from Dr. Gebauer. Dr. Gebauer didn't admit he was Dr. Gee, however. In fact he denied it. That left Cahn holding the bag, but acted as if it was just what he wanted most in the world. He also "proved" Gebauer was a nobody by quoting the Better Business Bureau. Their records indicated that [Gebauer] had been director of the Air Research Laboratories in Phoenix and L.A. [Los Angeles] for two years during the war and had got a doctor's degree in engineering from the University of California of Los Angeles in 1946. Did they give doctor's degrees to nobodies?

As Newton was in Washington completing the details of a defense project when Cahn was exposing him in Hollywood, and flew from Washington to Denver before I could contact him, I had no way of getting in touch with him for several days. When I did and confronted him with the Chronicle's dossier he blew his top and had to be restrained from settling this scurrilous piece of typographical character-assassination in a way that died out with "Duel In The Sun." A man enjoying a high reputation in his field, his company owned wells and leases in Colorado, Wyoming, California and elsewhere.

He explained that day after day while he was in San Francisco he was pestered by Cahn who obviously had sold the Chronicle a bill of

goods and had got back on the payroll. Newton was importuned by Cahn to visit the editors. Newton told us that he never made one phone call to Cahn or the Chronicle. He said he was the recipient of dozens.

Cahn et al began to build a great story. First they would write a puffing personality-story around Newton, praising him to the skies. This would launch their great Saucerian story. Newton said he refused to permit this. He was urged to contact his sources among magnetic scientists and see if they felt they could take a chance on revealing their material. If it satisfied the Chronicle's standards of proof the paper would pay $25,000 to $35,000 and guarantee to protect their identity. Newton said he would submit this proposition to these men at his first opportunity. That's all he could do. They might or might not accept such an offer.

Newton told them he had some leads himself but in the pressure of business he had not been able to run them down. One particularly intrigued him. It concerned a grounded cigar-shaped saucer. After he cleaned up his business in Washington he hoped to run down this rumor, and would let them know if he was successful. If not they would not hear from him. He left them with that.

Whether they signed the scientists or not, the Chronicle wanted Newton to assure them of first crack at this story. Newton's concern if it were the real thing was how could he get the grounded object out of the Mississippi swamps and establish title to it. The Chronicle editors were sure they had enough influence to protect his rights in this matter.

The editors pleaded with him that the whole project had to be cleared up one way or another soon, before Editor-in-Chief Paul Smith got back from a world tour, because if it weren't he'd wash the project up and refuse to waste any more money on it. That was the last Newton saw of them, as he spent the next five weeks in Washington.

The weeks going by and nothing coming of all the hopes of the killing by Cahn et al, they went from high hopes to black despair. They realized that they had to turn in some story, and so from glorifying Newton as the Grand Sachem of Saucers they proceeded to look for mud to throw at him, at Dr. Gebauer, at me, and so convince the Chronicle top echelon that they were good reporters after all. While they didn't get the story the[y] started out to get, they had got a jpmeu [gem?] of an expose, they were telling me as well as others and had

even saved the paper from the embarrassment of building up guys who were phoney [sic]as a three-dollar bill. In other words, the Cahn formula was; puff them up or stink them up, but get a story or get fired.

Cahn sought to get me not to tell Newton of these developments until they were in gallery-proofs, when they would confront him with the charges and give him a chance to clear himself or correct any errors before printing them.

In a final desperate effort to save his crazy crumbling house of hate, Cahn wanted Newton to sign a statement that he told me the whole flying story was a hoax two years ago, but that I went ahead and printed the story anyway. This way the Chronicle would let Newton off the hook and hang me on it. That one didn't get the first base either.

This vicious circle had now gone to criminal if not psychopathic lengths. When one understands that Cahn's driving motive was to make a fast fortune and thus get out of the wage slave class overnight, it is easier to understand his reversal, once his Caesarian ambitions were thwarted. He abused my home and hospitality. He sought to destroy a circle of friends who had known and trusted each other for years. He threw scandal around like confetti. He cooked up libels by the dozen. He proved himself a louse in the blouse of journalism, a dangerous man in America, though possibility not without value if shipped abroad and handed the role of agent provocateur to some unfriendly foreign power.

A legal injunction against this sort of reputation-wrecking by a money-hungry rat gnawing on the hem of journalism ought to be issued in the public interest."

FRANK SCULLY

Because the Aztec Incident students did very little research on Cahn, his story has always been taken at face value.

In Cahn's version, he tells of approaching Scully with an offer of $25,000 for ownership of the entire Aztec story, including names, interviews, and so forth. Cahn claims that Scully agreed to this, and Cahn said that he went back to San Francisco, and told Newhall that the exclusive saucer story was now "theirs" and that Scully had agreed to all terms. Newhall was a copy editor that reported to Paul C. Smith, editor and general manager of the Chronicle.

Cahn then said that Scully backed out to leave him holding the proverbial empty bag. As the story goes, Newhall was understanding, but Cahn remained feeling foolish at having just told his boss that he was landing one of the biggest stories in the Chronicle's history, if not all of history, but that the prize had slipped through his fingers.

Cahn, who had left the Chronicle to work freelance by that time, was obviously upset. He seemed to see himself with egg on his face, and for a wealthy family's scion, not getting his way must have been upsetting. So Cahn constructed a better way to get back at Scully, and he decided to launch a full-scale attack on the story Scully had denied him. After Behind the Flying Saucers hit the market with national impact, Cahn's first priority was to look closely at the sources Scully had relied upon for the basic facts of the Aztec story and to seek to destroy Scully's story from within.

Now for a look at Scully's version of the story[5]: Scully wrote that Cahn offered him very little money, and the offer was far too late, as Scully was already set to publish his work with Henry Holt and Company. Scully states that he never had a deal with Cahn and that he never came to any business arrangement. Why indeed would Scully even consider selling a story like this one? Scully had already written two articles on flying saucers for magazines, so he had national exposure on the story already. Cahn claimed he had offered Scully $25,000 for the story, but Scully says it was actually $3,000, with a $1,000 advance that was negotiated down to $12.56 for expenses.

San Francisco Chronicle

THE CITY'S ONLY HOME-OWNED NEWSPAPER

FIFTH AND MISSION STREETS
SAN FRANCISCO 19, CALIF.
DAVENPORT 1-1113

April 13, 1951

Mr. Frank Scully
2071 Grace Avenue
Hollywood, Calif.

Dear Mr. Scully:

Enclosed is a letter George Koehler gave me to deliver to you.

I was in Denver the early part of this week and had anticipated going directly to Los Angeles so Koehler asked me to act as courier. At the last moment, however, Mr. Newton advised me that he would be in San Francisco so I came here instead of going South.

At Mr. Koehler's suggestion I have written Squyres asking him the nature of his information. In the event I hear from him I'll pass the word along to you.

I was somewhat disappointed to find that Mr. Newton was not in San Francisco as he said he would be. Naturally, we are anxious to talk further with him, but as you said, that doubtless will have to be postponed until his current business with Washington is cleared up.

My best regards to you and your wife.

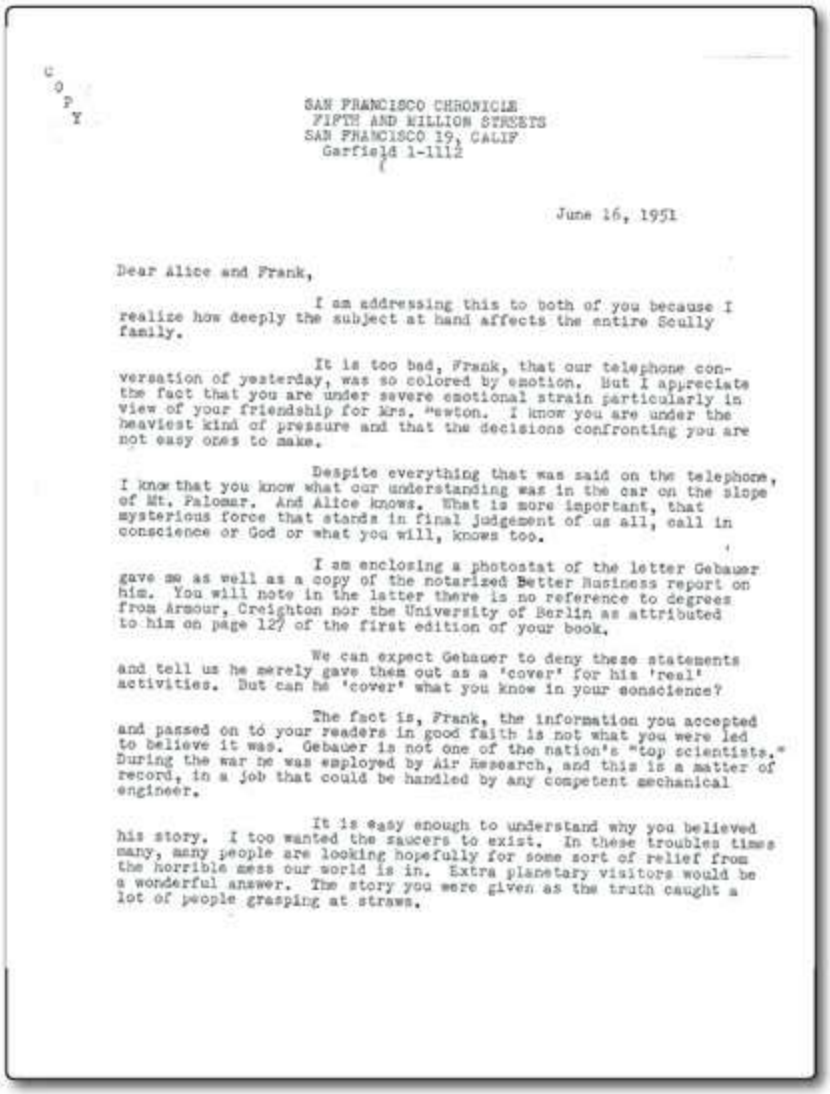
Cordially,

J.P. Cahn

J.P. Cahn

JPC:rs
ENC.

J.P. Cahn letter to Frank Scully, April 13, 1951.



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SAN FRANCISCO CHRONICLE
FIFTH AND MISSION STREETS
SAN FRANCISCO 19, CALIF
Garfield 1-1112

June 16, 1951

Dear Alice and Frank,

I am addressing this to both of you because I realize how deeply the subject at hand affects the entire Scully family.

It is too bad, Frank, that our telephone conversation of yesterday, was so colored by emotion. But I appreciate the fact that you are under severe emotional strain particularly in view of your friendship for Mrs. Newton. I know you are under the heaviest kind of pressure and that the decisions confronting you are not easy ones to make.

Despite everything that was said on the telephone, I know that you know what our understanding was in the car on the slope of Mt. Palomar. And Alice knows. What is more important, that mysterious force that stands in final judgement of us all, call in conscience or God or what you will, knows too.

I am enclosing a photostat of the letter Gebauer gave me as well as a copy of the notarized Better Business report on him. You will note in the latter there is no reference to degrees from Armour, Creighton nor the University of Berlin as attributed to him on page 127 of the first edition of your book.

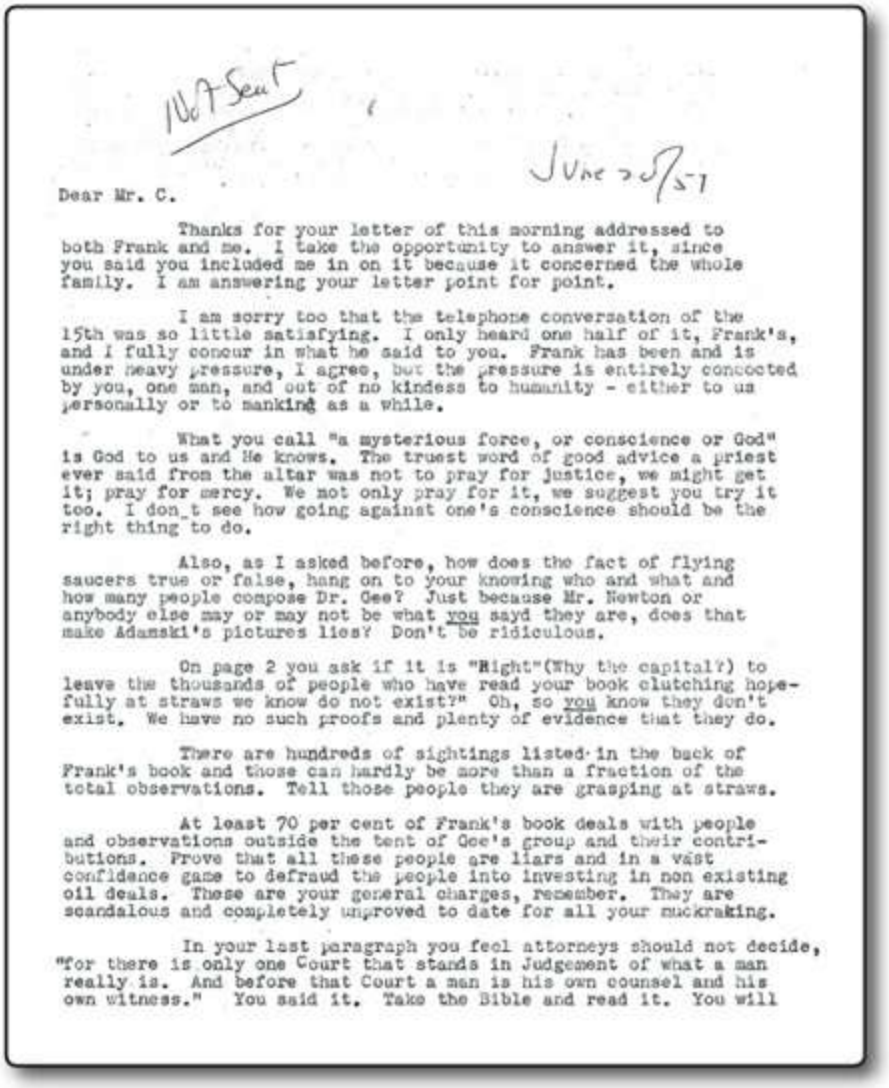
We can expect Gebauer to deny these statements and tell us he merely gave them out as a 'cover' for his 'real' activities. But can he 'cover' what you know in your conscience?

The fact is, Frank, the information you accepted and passed on to your readers in good faith is not what you were led to believe it was. Gebauer is not one of the nation's "top scientists." During the war he was employed by Air Research, and this is a matter of record, in a job that could be handled by any competent mechanical engineer.

It is easy enough to understand why you believed his story. I too wanted the saucers to exist. In these troubles times many, many people are looking hopefully for some sort of relief from the horrible mess our world is in. Extra planetary visitors would be a wonderful answer. The story you were given as the truth caught a lot of people grasping at straws.

J.P. Cahn letter from The Chronicle, June 16, 1951.

Having summarized the two versions of the background to Cahn's discontent, now the story about Cahn's destruction of Scully's book on the Aztec flying saucer story unfolds. Scully's book was released in September 1950 and was selling very well. Cahn was still smarting with discontent from only months before, when he still thought he had a shot to own the flying saucer story.



Not Sent

June 20/51

Dear Mr. C.

Thanks for your letter of this morning addressed to both Frank and me. I take the opportunity to answer it, since you said you included me in on it because it concerned the whole family. I am answering your letter point for point.

I am sorry too that the telephone conversation of the 15th was so little satisfying. I only heard one half of it, Frank's, and I fully concur in what he said to you. Frank has been and is under heavy pressure, I agree, but the pressure is entirely concocted by you, one man, and out of no kindess to humanity - either to us personally or to mankind as a while.

What you call "a mysterious force, or conscience or God" is God to us and He knows. The truest word of good advice a priest ever said from the altar was not to pray for justice, we might get it; pray for mercy. We not only pray for it, we suggest you try it too. I don_t see how going against one's conscience should be the right thing to do.

Also, as I asked before, how does the fact of flying saucers true or false, hang on to your knowing who and what and how many people compose Dr. Gee? Just because Mr. Newton or anybody else may or may not be what you sayd they are, does that make Adamski's pictures lies? Don't be ridiculous.

On page 2 you ask if it is "Right"(Why the capital?) to leave the thousands of people who have read your book clutching hopefully at straws we know do not exist?" Oh, so you know they don't exist. We have no such proofs and plenty of evidence that they do.

There are hundreds of sightings listed in the back of Frank's book and those can hardly be more than a fraction of the total observations. Tell those people they are grasping at straws.

At least 70 per cent of Frank's book deals with people and observations outside the tent of Gee's group and their contributions. Prove that all these people are liars and in a vast confidence game to defraud the people into investing in non existing oil deals. These are your general charges, remember. They are scandalous and completely unproved to date for all your muckraking.

In your last paragraph you feel attorneys should not decide, "for there is only one Court that stands in Judgement of what a man really is. And before that Court a man is his own counsel and his own witness." You said it. Take the Bible and read it. You will

Alice Scully's response to Cahn (not sent), June 20, 1951.

It seems apparent that when Cahn failed to purchase rights to the story, he could at least begin destroying Scully's informants. Cahn later said that the San Francisco Chronicle was prepared to offer $25,000 to Scully to write an "I Have Been Duped" story. Scully reported later in the letter delivered to Newton's attorney that he told Cahn that "if it were true" he (Scully) "would write it for nothing; if it weren't true, money couldn't buy it."

Cahn decided to go it alone, and he submitted his material to the paper outlining the proposed article. The Chronicle came back with a "no thanks." Cahn, who had already left the paper to pursue his freelancing career—but who still had a desk, if not a job, at the Chronicle, thanks to his friendship with Newhall—decided to shop the story to anyone who might have an interest.

After all, flying saucers were still big in the news.

Unbeknownst to the target, Cahn's first attack was about to hit Silas Newton, a man we mentioned previously in the book and who had introduced Scully to one of the men named "Dr. Gee." Newton was president of Newton Oil Company of Colorado, with offices anywhere oil could be found, according to FBI reports introduced in a Colorado court.[6] Newton had a colorful past, as most oilmen of that era did, especially when it came to raising money for his oil ventures.

The raising of capital then, and in some cases today, goes something like this: Find 30 investors to each put $10,000 into an oil well location where drilling has not begun. The entrepreneur then uses the $300,000 from all 30 investors, drills a well that may cost about $10,000 to drill. If the drill hits oil, everyone makes money. If by chance you hit a dry well, you still have $290,000 investment money to keep drilling, which is what happens in most cases. Eventually, the oilman will strike black gold, and Newton was famous for finding oil. When several wells are producing tens of thousands of dollars, those 30 investors should be very happy.

Enter Colorado businessman Herman Flader, who was one of Silas Newton's bigger investors. Flader had fronted a lot of money into Newton's operation, and Cahn was eager to interview him. Newton used a high-tech device to demonstrate to his prospective clients that he could find oil anywhere and that this device was under Newton's control and nobody else's.

Flader testified in court documents that Newton claimed this oil-finding device was derived from World War II technology that "Dr. Gee" had worked on, and it could find oil, water, and anything else under the surface. Flader testified that Newton's claims about the device persuaded him to invest a sizeable sum of money in this project.

Cahn descended on Flader and told the harried businessman, "You will never see a nickel of your investment because you, my friend, have been the victim of a con artist."[7] Flader became agitated during the ensuing weeks after meeting with Cahn, and he agreed that maybe the FBI should look into this.

Why not? Cahn had already alerted the FBI that Silas Newton was the one who leaked the story about Top Secret projects to Frank Scully, and Cahn had written a letter to FBI Director J. Edgar Hoover on April 25, 1951. Hoover responded to Cahn, in a letter dated May 3, 1951, that the San Francisco office of the FBI was "to determine if Newton is violating Federal Statutes in

claiming to be engaged in government research of a secret nature or in the perpetration of a hoax or swindle of large proportions."[8]

Cahn was revealing how angry he really was for losing the flying saucer story. When we asked the FBI to release Silas Newton's file (FBI File number 100-383029), it became apparent how upset Cahn really was. The FBI may have been confused to say the least. In addition to the 289 pages the FBI released to us, there were still 100-plus pages still not "releasable," according to paperwork we received.

In reading the acquired FBI documents several times over a period of four years, it became apparent that not only was Cahn provoking the FBI into an investigation of Newton, but he was also spoon-feeding them information about the oilman. Documents show that Cahn was using Flader to supply him with incriminating information.

It was also interesting to find the FBI already had a file on Newton before Cahn had gone to them; it looks as though they had done an extensive background check on Newton at the beginning of World War II. Was Newton, as he claimed, a man who had worked on "secret government research," as stated in a letter to Hoover from Cahn?

The files dated February 18, 1941, through November 28, 1941, show that New York City; Denver, Colorado; Kansas City, Missouri; and Los Angeles FBI offices reported that Silas Newton had a very substantial income, good character, good habits, and no record of lawsuit, collections, or bankruptcy; both of his companies were reputable concerns, and there was no indication of espionage activities. The reports mention a September 7, 1938, possible mail fraud violation on Newton, but showed it resolved or "set out" by the Bureau. One report states that "Newton is a man of good means, not engaged in foreign activities of any type, plays golf, highly regarded by all who come in contact with him, his companies have assets and capital of $2 million, has made no disloyal or un-American statements, has no accent in his speech, displayed a great interest in the last Presidential election, and is in favor of the Republican presidential candidate."[9]

In comparing Newton's file with others from that time, it certainly looks as though the FBI was doing a background investigation on someone who was being considered for something that required a thorough background check, possibly for the war effort. The FBI file was inactive until Cahn sent his letter to J. Edgar Hoover, and then things started to change.

The tide started to flow, and flow in a completely hostile direction. Once the FBI started to look into the fact that Newton was mentioned as a source for Frank Scully's book Behind the Flying Saucers, the FBI wording in Newton's file became more sinister. He was no longer the great patriot, as described before.

In the meantime, while sending letters to Hoover about Silas Newton, Cahn was contacting Frank Scully and questioning him regarding his sources for the book. Scully was a little skeptical about Cahn after having the go-around with the San Francisco Chronicle.

On his own, Cahn decided to meet with Newton in order to examine the artifacts of the crashed or landed flying saucer that Newton claimed to have in his possession. During a meeting with Newton, Cahn was shown small circular pieces of aluminum that Newton claimed were from the Aztec flying saucer. Cahn examined the pieces and, in his second meeting, with a quick sleight of hand, he palmed pieces of aluminum and substituted them with a placebo. Later, Cahn claimed that the samples he "stole" (his word) from Newton were sent to a laboratory, and they came back as standard household aluminum from which pots and pans are made.

Scully's Pageant article afterward clearly states that the "con" was on Cahn. Scully wrote that they—Newton and others—did not trust Cahn from the beginning and allowed him take the household aluminum just to laugh when Cahn spent time and money to have the pieces analyzed. Their goal was to discredit Cahn in a tit-for-tat for what the writer attempted to do to Scully.

So, there are more than two sides to this story. Cahn was trying to con the cons, and he ended up getting the low card when the deck was cut. Scully won this argument because the public was informed about the game (1951) before Cahn wrote his damaging 1952 article in True Magazine.

Meanwhile, back to the FBI files. Cahn revealed himself to be trying to persuade Hoover and field agent Ladd that Newton was up to no good and that they needed to do something with him. Then a problem arose with the FBI: The offices in Phoenix, Arizona, Denver, Salt Lake City, and Albuquerque—all states in which Newton does business—could not find a federal judge to entertain a federal criminal case. Four judges came back to the FBI agents and told them that this was a civil case, not a criminal case. Herman Flader had filed a criminal complaint against Newton, but trying to get a judge to execute the complaint was difficult. After all, Flader and the group of investors were getting royalty checks from Newton every month. Despite the checks, Flader

seemed convinced, through Cahn, that his money was taken through the use of a phony oil-finding device, one of those machines known at the time as a doodle bug. With four federal judges not wanting to hear the case, Flader's attorney went to a magistrate in Denver to prosecute his case locally.

William Steinman mentions this aspect of the Flader/Newton case in his book UFO Crash at Aztec, and I always thought that this was a critical twist in the Newton case. Finally, a Denver magistrate decided that charges could be brought against Newton and his associate Leo GeBauer, who lived in Phoenix. Charges against Newton and GeBauer were filed on October 10, 1952, while FBI agents were still scratching their heads. More importantly, the credibility of Scully's Aztec saucer story hung precariously in the balance.

The initial charge was "interstate transportation of stolen property," which was defined as Silas Newton transporting Herman Flader's personal check across state lines to California to deposit into his bank account. This becomes FBI document 87-18780-4, dated October 18, 1952.

The next charges were for "worthless machinery," meaning the device that Newton showed Herman Flader was not a piece of a Top Secret machine but merely an oil field–detection device, the aforementioned doodle bug. What we found very interesting during all of this was the fact that the four federal judges from four different states were very confused by the fact that all the investors, including the complainant Herman Flader, were getting royalty checks while this was going on!

Perhaps the charges were filed because Flader and his son were prominent in the Denver business community, and a local judge thought it in his interest or that of the community to help out the hometown businessman.

The prosecution of Silas Newton and Leo GeBauer was one of the inexplicable events that puzzled us. For decades, the story of Newton and GeBauer was always told something like this: Frank Scully's story was going along great until a top shelf journalist by the name of J.P. Cahn broke the big story of a bunch of con men who had robbed poor investors out of their life savings in a worthless oil scheme so that they were destitute and standing in bread lines. Thank God for J.P. Cahn; he saved the day by exposing these con men, who were taking in money and never paying a dime back. These horrible con men were arrested and sent off to jail, and the Aztec story was nothing more than a fiction concocted by a bunch of bad and nasty crooks.

Cahn had many months to shop this story around, because Newhall and Smith wanted nothing more to do with flying saucers. Cahn now had the FBI

investigating Newton and his friend Leo GeBauer, and because these two had introduced Scully to a government research scientist, they were under the FBI microscope. Cahn only had to wait for the other shoe to fall to complete his discrediting of Scully's book.

The "shoe" finally dropped on Oct. 18, 1952, when the FBI arrested GeBauer in Phoenix and Newton was taken into custody in Los Angeles, on charges of the interstate transportation of stolen property for Newton and charges of worthless machinery against GeBauer for supposedly selling the supposed Top Secret technology to Herman Flader, who invested money in the Newton Oil Company and in the oil finding device or doodlebug equipment that Newton had shown him.

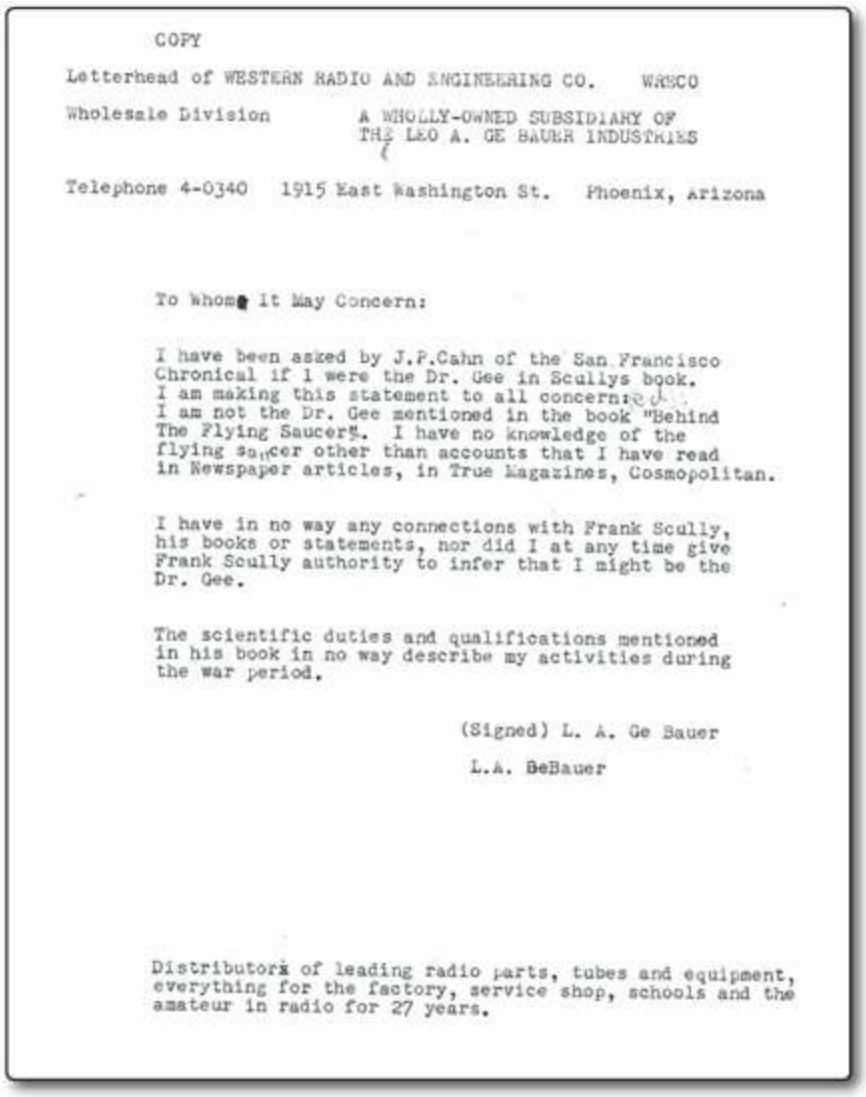
As the FBI began to build its court case against Newton and GeBauer, the prosecutors were getting nervous. With 32 or 33 investors investing with Silas Newton (court records list both 32 and 33) none except Herman Flader was upset with his investment. This is brought out in both the FBI files and the court records leading up to the trial. This is why the FBI had problems finding a federal judge to execute the arrest warrants in the first place. So District Attorney Bert M. Keating filed a motion expressly stating that the other investors would not be allowed to testify.

The trial started on November 10, 1953, but was delayed until November 20, and proceedings lasted until Tuesday, December 29, 1953, when Silas Newton and Leo GeBauer were found guilty of fraud. The trial was delayed for a week while GeBauer was treated for a bleeding ulcer. According to an article written by Frank Scully about the event, "Mr. Newton was handcuffed to a young prisoner and was transported from Los Angeles to Denver and jailed, without even being booked; and after he had been found guilty, [he] was never fined nor sentenced."[10]

Based on Steinman's research, and the court records, it is important to look at how this case was prosecuted.

On October 14, 1952, the Denver district attorney's office notified all police departments in the Western states that an "all points bulletin" had been put out for both Newton and GeBauer. This was extraordinary, as everyone, including the FBI, knew exactly where they were. Later in the day, the FBI received the written authorization for the United States attorney general's office to file federal charges against Newton and GeBauer. That was the night GeBauer and Newton were arrested in Phoenix and Hollywood, respectively. During the many postponed trial dates, Newton and GeBauer were out on bail.

Newton continued running his oil empire, and GeBauer was demonstrating his oil-detection device seemingly without worry about the pending trial. Why not? According to most sources, the detection device he had demonstrated was working very well, and we still see examples of devices (metal detectors and so forth) in television commercials. Even as this book was being written, Mobil Exxon produced a TV ad campaign that shows how oil-finding equipment actually works, and GeBauer's device was an early invention in this field.



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To whom It May Concern:

I have been asked by J.P.Cahn of the San Francisco Chronical if I were the Dr. Gee in Scullys book. I am making this statement to all concerned. I am not the Dr. Gee mentioned in the book "Behind The Flying Saucers". I have no knowledge of the flying saucer other than accounts that I have read in Newspaper articles, in True Magazines, Cosmopolitan.

I have in no way any connections with Frank Scully, his books or statements, nor did I at any time give Frank Scully authority to infer that I might be the Dr. Gee.

The scientific duties and qualifications mentioned in his book in no way describe my activities during the war period.

(Signed) L. A. Ge Bauer

L.A. GeBauer

Distributors of leading radio parts, tubes and equipment, everything for the factory, service shop, schools and the amateur in radio for 27 years.

Letter from Leo GeBauer denying he is the Dr. Gee in Frank Scully's book. No date.

In order to understand how Frank Scully's story was destroyed in the court

of public opinion, it is essential to see how the reputations of his sources were ruined in a criminal trial. The following is condensed from court records and from Steinman's own research in his 1986 book about Aztec.[11]

Flader was the first prosecution witness to take the stand, and he told the court that his main complaint "was his inability to operate GeBauer's oil detecting device," and he felt that both Newton and GeBauer defrauded him for the fee of $250,000 that he allegedly invested in the oil-detection device. Flader's testimony went on for two weeks.

On Tuesday, November 17, 1952, the defense team for GeBauer presented as evidence a signed contract by Flader that gave him interest in three of GeBauer's oil-detecting devices in return for his investment. Flader denied that he ever signed any contract. In chambers, the judge was shown two conflicting documents and ruled that the copy with Flader's signature would not be admissible.

On Friday, November 20, 1952, the prosecution called Dr. James Meredith, a professor of geophysics at the Colorado School of Mines. Meredith was asked if he, as an expert in geophysical exploration, could prove that Leo GeBauer's device was a legitimate device for finding oil. He was shown a device that, according to court records, "was very similar to the one that prosecution had taken from GeBauer."[12] The actual device presented in court, according to the defense attorneys, was one that the district attorney had purchased at a local war surplus store for $4.45, and Keating testified that they were "very similar to the ones that GeBauer had used."

Meredith testified, "These so-called doodlebugs couldn't detect submarines, much less oil and/or gas deposits." The one problem with this part of the trial is the fact that Meredith was not looking at GeBauer's device, but at Keating's ringer bought at a surplus store. The prosecution did not have GeBauer's instrument.

A second witness took the stand for the prosecution: a research engineer for the University of Denver, where Silas Newton had given his famous lecture on flying saucers in March 1950. Again, the witness examined the substitute device and testified that it "couldn't find anything."

Another witness for the prosecution was a foreman for Silas Newton's oil company from 1948 to 1949. He testified that GeBauer's device could not find a broken drill bit lost during a deep drilling operation. Weak as this may sound, it was the only witness Keating could present.

When it came time for the defense to present its case, the first witness that defense attorney Mellman called was Luther Tanner, owner of a Phoenix bus line. He testified that he saw Herman Flader sign the document that Keating claimed was a forgery. At this time Mellman served Flader with a subpoena, ordering Flader to produce a "health machine" that Flader had supposedly produced and sold part interest in to—you guessed it—Leo GeBauer and Silas Newton, all at the same time Flader was purchasing part interest in the oil-detection device. Keating and his entire staff objected on the grounds "that it was not material to the doodlebug issue." Mellman argued that it "was part of the same exchange of interest."

Once again, Judge Hickey ordered a recess and asked both attorneys to argue their points to the relevancy of the health machine to this case. The final decision was that Flader's health machine was not relevant to the case. (Authors' note: Flader had never produced a working model of his machine as far as can be determined by us and others, but he had received money from GeBauer and Newton as investments in the machine.)

The second defense witness was a rancher and businessman who testified, with pictures as evidence, that GeBauer's device successfully located three water wells on his ranch.

The third witness was Bryce Morris, vice president and partner in Sunny Valley Oil Company, of Denver. Morris testified that 100,000 acres of land in the San Luis Valley of southern Colorado were surveyed with GeBauer's device and that the device showed "definite signs of oil." Morris then contracted Charles Heil, a geologist from Boulder, Colorado, to survey the land as well. The survey by Heil confirmed exactly what GeBauer's device had found. Again, Hickey ruled this testimony inadmissible.

Another witness to take the stand for the defense was Horace Steele of Bakersfield, California, the owner of El Tejon Oil Field, about 35 miles southwest of Bakersfield. According to court records, he testified, "Mr. GeBauer's machine divined 35 oil wells for me. Earlier this year (1953) I sold 89 percent in one these wells for $1,750,000." Steele also testified, "I drilled two wells on my own initiative after Mr. GeBauer told me not to, on the basis of surveys taken by his machine. Both of these wells turned out dry. I paid GeBauer $10,000 for the complete survey. It was worth every penny." Although Steele's testimony was compelling, it seemed to have no impact on the jury.

Fred Newton, son of Silas Newton and sales manager of the Illinois–

California Express Trucking Company, sought to testify that he visited a Wyoming oil field in which Flader investing, at the same time as Flader invested in GeBauer's oil-finding device.

District Attorney Keating objected to the younger Newton's testimony, stating that Flader's Wyoming investment "had no bearing on any issue in the case." Judge Hickey overruled the motion, ruling, "I don't see that it will do any harm." Everything Fred Newton said in court bothered Keating, and Keating peppered Newton's testimony with objections, making that testimony worthless in the sense that the jury could not sort out its impact.

Readers may wonder where Cahn was during this trial. According to court records, the writer was on the sidelines helping Keating with the prosecution's case. This raises the question of why Cahn so zealously pursued two men whom he barely knew and who were not involved with him in any meaningful way.

The seventh witness for the defense was Howard Hill, an archery star from Beverly Hills. Cahn himself had recommended that Hill be called as a witness for the prosecution but, after Keating reviewed what Hill had to say in discovery, the DA told Hill he would not be called.

Mellman and his defense team called Hill to the stand. Hill's testimony described how GeBauer's device had found an underground oil tank and some underground water pipes in the back yard of his Hollywood home. Hill also testified that the U.S. government had recovered a flying saucer and bodies. Hickey immediately cut off this provocative statement.

The prosecution had yet another trick up its sleeve: On December 18, 1953, Keating subpoenaed Thor Severson, a reporter from the Denver Post. Severson was the original reporter of the March 8, 1950, story of Silas Newton's lecture at the University of Denver—the sensational lecture that led to Scully's book. The lecture itself will be discussed later in this book, but suffice it to say that nothing in the lecture dealt with oil-detection devices or finding oil. It had everything to do with the story of a crashed or recovered flying saucer at Aztec. Newton was not clearly identified as the lecturer at the university or in Scully's book; he was initially described only as "an unidentified middle-aged lecturer," but later in the book he was linked to that event.

Again, according to court records, Severson showed the court a copy of a photograph portraying Frank Scully, Silas Newton, and George T. Koehler, the radio advertising executive from Denver. The photo was taken by Severson at the home of George T. Koehler. What the jury was not allowed to hear was that

the meeting at Koehler's home was to talk about recovered flying saucers, not oil-detecting devices. Severson testified that oil-detection devices were mentioned by Newton the night the photo was taken. Keating's strategy had Severson testifying about the oil-detection device but certainly not the recovered flying saucers.

With all the information available, intelligent readers must wonder why Newton and GeBauer were put on trial. Was it the oil-detection device that was never shown in court, or was this the punishment for revealing what they knew about the recovered flying saucers?

Leo GeBauer's oil-detection device was potentially still secret right after the war. Remember that if the device aided in the sinking of enemy submarines in the seven seas during the war, as claimed in Scully's book, maybe from 1948 and through the 1953 trial, the device was still a secret that GeBauer was not authorized to reveal. Certain variations of the Magnetic Anomaly Detection Device (MADD) are still used today for submarine tracking, or sub chasing, as the Navy calls it. The P-3 Orion aircraft still uses a variation of this device.

As discussed in this book, Vannevar Bush was very cautious when asking Cecil Green how many people had seen this detection device. Green's answer was a "few small oil companies in the Southwest." Was the government trying to hide the existence of both the MADD device and the fact that the United States had recovered flying saucers?

The trial of Silas Newton and Leo GeBauer finally came to an end. They were found guilty of fraud by the jury and faced a possible 30 years in prison, but the case suddenly evaporated. The two men were never sentenced, and no fines were ever levied. It is even more peculiar that Newton agreed to pay court costs of $18,000, just as though it had been a civil trial rather than a criminal prosecution.

Once the Aztec story was ruined—nothing, nobody, pursued Newton or GeBauer for money or jail time. In looking after all the resources that the U.S. government threw at this case, would you not expect that something would have happened? All of this has been completely overlooked in the years since Scully first broke the Aztec story.

The only thing that most people remember is that those "oil guys" got into trouble, and the Aztec story was discredited. Is this what the military and the government really wanted in the first place—to make this story go away and die? How many legal cases about simple fraud involve the FBI, four federal judges, charges issued by a Denver magistrate, and an all points bulletin on the

subjects, all leading to a conviction in a case that should have been a civil suit, not a criminal case? Then, when the trial was over, the convicted criminals were released without penalty to go back to their lives.

If J.P. Cahn had not been left at the altar with no flying saucer story to publish, how would this story have ended? After all, it was Cahn's ego that primed the witch-hunt in the first place. Was Cahn sent out to get this story from Scully, only to bury it and never discuss it? Or was Cahn really seeking to break the Aztec story himself, before deciding to harm Scully, Newton, and GeBauer, after he showed up at the San Francisco Chronicle with egg on his face in front of his friend Scott Newhall, who had been eager to run a wild and controversial story?

During my (Scott's) research on J.P. Cahn, I decided that, because I had made a point of traveling throughout the United States interviewing everyone else related to this incident, why not Cahn, too? I had a feeling Cahn was still alive but could not find him. The search for Cahn was short. It was discovered that he had died only a few months prior to my search. The famous line of Stanton Friedman came hauntingly back: "We are always racing the undertaker" looking for witnesses in these cases.

According to the obituary, Cahn had no family, and a person by the name of Robert McClay had been in charge of his estate. A quick check of the San Francisco area found a Robert McClay, and I quickly called him and left a message, explaining that I was writing a book and needed some information on J.P. Cahn. Robert was very nice in returning my call, and he explained that Cahn had recently died and that he (McClay) had been named executor of the estate. We talked for about an hour, and he told me to feel free to contact him once we got closer to writing the book. He also invited me to visit him in San Francisco and said that he would help me in any way he could.

We wanted to know what Cahn was really like. Was he really sincere in his writing? Was he out to get Frank Scully? What was his background? How did the Chronicle react when they did not get the story on the Aztec recovery? After talking to McClay on the phone, we finally met on July 15, 2008, at his house outside of San Francisco. With his approval, I taped the interview, which is transcribed following.

July 15, 2008 at 1 p.m. PDT

Bob, thank you for the time you have given me and all the time you

Scott Ramsey: have spent on the phone with me prior to flying out here to San Francisco to finally meet you. Could you please tell us a little bit about J.P. Cahn?

Bob McClay: J.P. Cahn was an interesting guy that I did a lot of work for, and I was a sucker for his projects because he had a good imagination, and he liked to promote things. I was in the promotion department at the newspaper when I met him, so I was in the whole promotion thing and doing artwork for promotional ads, and things like that. So, we got along very well, and I worked for him for a lot of projects, illustrated some of his books, and got involved with some of the schemes he was involved with. He was used to being the boss—he was the head guy, and people were supposed to follow his orders—and he always liked it very well if he didn't have to tell them too much (what to do) if they just did it anyway. Yeah, so he was a leader—he wasn't a follower. He was a leader kind of a guy, but also lonely, I think, because he wasn't married most of the time I knew him. He had been married about four times, and they (his wives) probably couldn't stand him, and he didn't have any children, and his parents weren't alive when I knew him, so he was a loner guy. But he managed to make up for that by keeping busy all the time with some new scheme, and it was…it was so sad the way he passed on, because he was all alone. He said before he died, "Bob, you're my only friend," which is quite a load to put on someone that you know. I had a lot of friends, and so he wasn't my only friend, but I tried to do the best by him that I could.

Scott: The book cover that you showed me—about what year, from your best memory was that from?

Bob: Well, I would say it was somewhere in…maybe…early '60s… early-to mid-'60s, somewhere in there.

Scott: Long after his little dispute with Frank Scully?

Bob: I guess so. I never heard about this dispute myself from J.P. directly. Unless I was involved in the project myself, he never used to go into anything very detailed, and so I didn't really hear about that. If I had, it would have been just one of many projects

he was involved with, and so that's as near as I can put it because, although I had met him working at the Chronicle in the late '50s and early '60s. So, [that's] when I figured I did this artwork, but I'm not sure. It might have been later, but not earlier I'm sure.

Scott: Having the artwork [for the proposed book cover] in front of me, I think it funny that in relatively large print it says, "At last the Truth About the Flying Saucers and the Mysterious Little Men," and in small print it says, "The Inside Story Behind the National Best Seller Book, Behind the Flying Saucers," which I'm sure is referring to Frank Scully's book. It goes on to say, "From True—Largest Selling Men's Magazine, Surpasses the Best Of Orson Wells' Men from Mars—Corp. B.J.L. Jr., Ft. Houston, Texas. Meet the Author J.P. Cahn, T.V. "Big Story" Award Winner featured in TIME. Get your personally Autographed Copy Now!" On the cover, it [the cover artwork] looks like the desert of New Mexico, with stars in the background, and three flying saucers—and this is your handy artwork, very nice artwork, and it would be fun to remember all the details behind this, or to know what he [Cahn] was up to.

Bob: Yeah, yeah, it sounded typical of him, and I knew I would enjoy doing artwork related to it because I always been kind of a science fiction guy, and my mother used to go to the Giant Rock things down in the desert, and so I had always…I had always had a soft spot for UFOs, X-Files, and all that stuff.

Scott: I think the majority of the American public does.

Bob: Yes—

Scott: Going back, you thought he [Cahn] had a military background, however brief it may have been?

Bob: I think he was either drafted or he was caught up in the early push to join the military in the early '40s. So he was in the Air Force or the Army Air Corps, but I don't think he was in there for more than a couple of years. He came to work at the Chronicle right after that, I believe.

Scott: So he was possibly in during World War II when it was the Army Air Corps?

Bob: Yeah, but I don't think he saw any action or anything like that. I can't imagine him being in any action, and he never really said anything about it—only "I joined up, and then when I got out, I started working at the Chronicle"—and that sort of thing. Sort of passed right over it.

Scott: Going back to prior to getting to know him and knowing the editor of the San Francisco Chronicle, give us a little background on the editor and the relationship he had with J.P. Cahn.

Bob: Well, they both started at the San Francisco Chronicle at about the same time. Like I say, I really didn't start until the late '50s or the early '60s, and Scott Newhall was the editor at that time, and he may have started at the same time as editor as J.P. started as a copywriter, and Scott Newhall came from a wealthy California family, and he was a wonderful promoter and really turned the newspaper around and was instrumental in bringing in a lot of very good talent. It was the heyday for the Chronicle in the '50s and '60s and then, after that, Scott Newhall left the paper. He still had a lot of projects that he was interested in, and J.P. did stuff for him, and I did artwork for some of those projects. So, Scott Newhall was a wonderful idea guy, and he could afford to indulge in some fanciful ideas.

Scott: As we were talking at lunch, and we were both speculating a bit, but knowing Scott Newhall and J.P. as well as you did, had J.P. been able to buy the Aztec UFO story from Frank Scully, and you knowing the two people, do you think that would have been something Scott would allow him to run in the Chronicle—as a breaking story?

Bob: I think so, knowing the types of stuff Scott Newhall used to promote in the paper. He had several books that were run as a serial. I remember one I did that was done by a local: The Madams of San Francisco, and I did the illustrations for about four different chapters for that book, and he always had some interest in publishing things. Some were early California things, but there were some kind of wild things as well, and he used to support [those projects], and J.P. was the perfect guy to work on

those things.

Scott: Scott Newhall was no stranger to shaking things up a bit?

Bob: No, not at all. There were people that were kind of old fashioned and did not like the way the Chronicle was going, but it went that way, and it was popular enough. I think if it had been available [the Aztec UFO story], Scott would have published it.

Scott: Okay, that's interesting. This fits in with what Frank Scully refers to in his book Behind the Flying Saucers, and his second book, In Armour Bright. Frank claimed that J.P. approached Scully to buy the story, but Frank had already committed the book—in so many words. But, J.P. thought he had the book deal and ran back to Newhall. But, J.P. did not have a book deal, and he had egg on his face. Now, that's the short version of the story, but this looks like the problem with Frank Scully and J.P. Cahn started. What are your thoughts?

Bob: Well, I can see where J.P. went to Scott and said, "We got this 'property' here, and it looks good." If Newhall said, "Yeah, get this property, and we will do it," but, maybe this is something that J.P. could not pull off.

Scott: As we were discussing at lunch today, give me some idea as to what kind of stories J.P. would write back then.

Bob: Well, probably under the influence of Scott Newhall, J.P. got a lot of stories dealing with early California, early San Francisco, the early West. He did several little short stories of the Old West, so he was really into that, and they were popular enough I guess. I don't think he ever had a big success getting them published. He had them published himself, but then you are driving around with a bunch of books in your car. It was the doing of it that was the fun part, and he enjoyed seeing the finished cover—the artwork, and his name as big as life. So it was kind of an ego trip, but at the same time they were interesting books from that standpoint. Otherwise, I don't remember any other themes he was into. Like I say, I did covers for at least three and maybe four small books, and when he had something in a magazine I would supply that [art], too.

Scott: Bob, if you could, please give us a brief overview of J.P.'s family life growing up.

Bob: He was born, I believe, here in California and, in fact, his story was that his grandmother was the first white child, first white woman, born in California during the Gold Rush days. He never mentioned his father very much. I think his father was one of those that was in some kind of business that did very well, and they were pretty well off. But the father was never home much and evidently did not give much attention to J.P., or at least that's the impression I got. His mother adored him because he was the only child; he had health problems when he was little, and he was epileptic, and that prevented him from having children, not wanting to pass it on—and that may have been one downfall of some of the marriages. He didn't really talk much of his folks, [but] he talked about his mother more so than his father. He did not really want to spread his early history around. He was more interested in the "NOW," you know—more of what he was doing now.

Scott: In looking over a couple of his old books that you saved over the years, True Tales of The Real Characters of the Old West by John Kenner, which was his pen name, and the other titles—as you say, he loves talking about the history.

Bob: Yes, a lot of these were fiction, but he did do real life California history, stagecoach robbery guys, and things like that.

Scott: I did also notice that some of these books were highly endorsed by the San Francisco Chronicle—by William Hogan, who is really endorsing John Kenner, who is just really an employee at the newspaper—meaning J.P. Cahn

Bob: (laughing) Well you may as well have somebody's name that they recommend to give you an endorsement. J.P. kind of fell on hard times when he turned 80 or sometime around that. J.P. was in and out of nursing homes at that point.

End of McClay Interview

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Get your personally autographed copy now!
Robert McClay's cover artwork for Cahn's proposed book.

J.P. Cahn died in 2005 at the age of 83, and Bob McClay was in charge of disposing of all of Cahn's possessions, as he was the author's best friend. Cahn's body was donated to the University of California Medical Center.

McClay never saw the book that was going to be Cahn's response to Behind the Flying Saucers. His only connection was the illustrated book cover that Cahn had requested he draw. Bob gave it to me, and I have it hanging proudly in our North Carolina home office. I guess nobody will ever know the contents of Cahn's last book, as Bob McClay threw all of Cahn's papers into a trash dumpster after his death. Did it contain the unfinished book containing Cahn's side of the Aztec saucer story?

Alternatively, was the flying saucer book that Cahn was writing a rebuttal to Frank Scully's book? Was Cahn hoping to have the same success as Scully? Or, did Cahn know more details that he only felt comfortable talking about years after the entire Silas Newton and Leo GeBauer affair had died down?

The doodle bug device that we heard so much about seems to be a distraction in this trial, as well as the flying saucer story itself. Even Cecil Green from GSI, the forerunner of Texas Instruments, was fond of doodle bugging in his spare time.

One scenario we considered over the years went like this: We know from historical records that the device later termed the "MADD" started out as a device to find oil and water. When research determined that it could also detect metal under water, it became essential to the search for enemy submarines. The device, as we know, was classified as Top Secret during and after World War II. We also know that the subject of flying saucers was classified Top Secret, or sometimes higher, if we believe some reliable sources.

We also know from doing our research and these court records that someone was trying to punish Newton and GeBauer for introducing Frank Scully to the mysterious Dr. Gee. Somehow, it seemed that if the flying saucer story could be discredited through Scully's sources, it would be cutting off the head of the snake and the story would die a quick death. This is exactly what happened for many years after defendants, the prosecution, and J.P. Cahn all walked out of court on December 29, 1953. It is possible that the shadowy figure of the U.S. government was walking beside them.

Our personal take on Cahn was that he was consumed with jealousy and, when Frank Scully refused to sell the story of the century to him or to the San Francisco Chronicle, he was angry and disappointed as any journalist would be. Instead of accepting the defeat, he decided, possibly with the blessing of Scott Newhall, that Scully's story had to be destroyed as part of his vendetta.

Maybe we will never know all the facts surrounding Cahn's motivation and his dark crusade. All we can rely upon are old court testimony and interviews with the person who worked with Cahn, laughed with Cahn, and helped him through his last years on Earth—as a good friend would do.

The Aztec flying saucer story was, until now, clouded by the "con men" who were exposed by J.P. Cahn, but the facts of the case suggest that maybe the entire con was Cahn himself.

6

Silas Newton: The Man Who Knew Too Much

> "Within two hours they…were being questioned by Air Force Intelligence officers. The first thing the investigators wanted to know was…the man's name."
>
> —Frank Scully, 1951[1]

The voice coming out of the speaker was authoritative and didactic. It could have been that of a professor, but it was "Scientist X" who was speaking to a rapt audience of college students at the University of Denver on March 8, 1950. His lecture on flying saucers launched a best-selling book by Frank Scully that same year and first revealed what we now call the Aztec Incident. The speaker was Silas Mason Newton.

The lecture itself was thought lost for six decades, until it was discovered by researchers Scott Ramsey and Mike Price in 2011 in old technology wire recordings from 1950 in the Frank Scully Collection, Box 4, Folder 3, at the American Heritage Center at the University of Wyoming at Laramie.

George Koehler, of Denver radio station KMYR, recorded Newton's lecture, and his attention to history caused him much discomfort when the Air Force came to call on him, as is revealed in another one of Koehler's recordings (transcribed in Chapter 12).

Newton opened his lecture with these words:

> I agreed at the request of my good friend George Koehler of [radio station] KMYR, that I would meet with you, ladies and gentlemen, and talk with you about a subject that has commanded a good deal of attention in the press. People are now interested in flying saucers, and why they are called flying saucers…. In January the press carried the

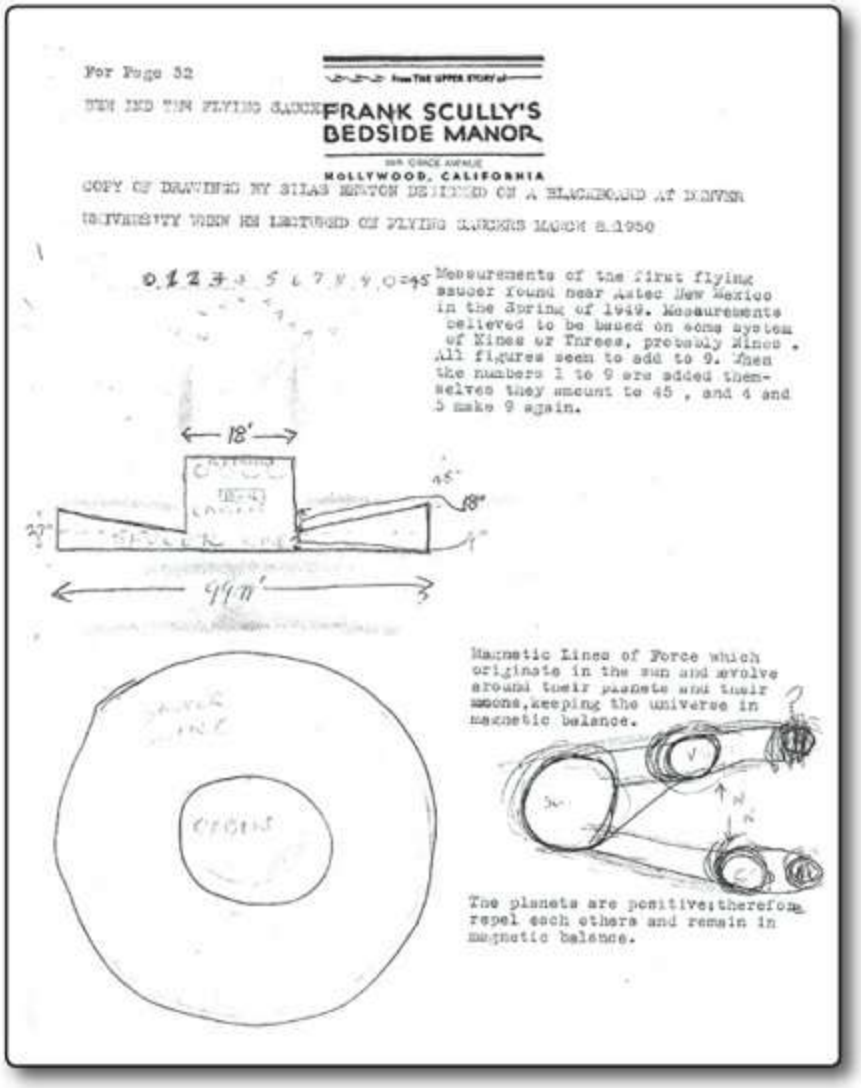
information that what is called “Project Saucer” was abandoned. That is not the case. There are things we must adhere to—certain rules we must follow. I don’t want you to ask me the names of these scientists. I do not want you to ask me the exact locations where these saucers were found. This is not the proper time to discuss this.

At this university, for the first time, you are going to hear about flying saucers.[2]

Newton then launched into the narrative, so familiar from Scully, that within 500 miles of Denver on a day within the past two years, a round object was found—a flying saucer. Newton then began sketching on a chalkboard.

Introduced as Scientist X, Newton drew a rough facsimile of the Aztec saucer for the students and discussed magnetic lines of force as its propulsion system. He also described what the scientists told him they found inside the saucer where the dead crew members lay. Newton came to the end of his lecture: “I have given you details of the flying saucers that come and go. In conclusion, they are real, and why do they call them flying saucers?” Newton talked about highly trained military men and pilots who, because of their war experience, could instantly recognize anything that flew in the air, and they all reported “these ships as looking like saucers flying through the air.” Thanks to George Koehler, Scully had the lecture word for word to use for his book, and the recording has been saved for posterity.

Indeed, Newton is the lynchpin of the Aztec story, and he made Scully’s book possible by introducing him to the scientists who actually studied the Aztec saucer. As the ripples in the pond still flow outward, perhaps Newton has even made this book possible as well. So, who was Newton, and why are the career debunkers still saying terrible things about him?


For Page 32
FRANK SCULLY'S
BEDSIDE MANOR
HOLLYWOOD, CALIFORNIA
Measurements of the first flying saucer found near Aztec New Mexico in the Spring of 1949. Measurements believed to be based on some system of Nines or Threes, probably Nines. All figures seem to add to 9. Then the numbers 1 to 9 are added themselves they amount to 45, and 4 and 5 make 9 again.
18'
99'
Magnetic Lines of Force which originate in the sun and revolve around their planets and their moons, keeping the universe in magnetic balance.
The planets are positive; therefore repel each others and remain in magnetic balance.

Silas Newton's sketch of the flying saucer, drawn on the chalkboard at the University of Denver, March 8, 1950.

Silas Newton was born on July 19, 1887, in Shelby County, Kentucky. He earned his bachelor's degree at Baylor University, studied at Yale, and did post-graduate work at the University of Berlin all before he became an entrepreneur in one of the most volatile businesses in 20th-century America: the pursuit of black gold. Scully praised him by describing him as "[a] man who never made more than $25,000,000 nor lost more than $20,000,000, the rediscoverer of the Rangely oil field, patron of the arts, and man of the world generally. In brief, a man of substance as well as science and as American as apple pie."[3]

Scully also painted the character of Newton through describing the oilman's

love affair with New York sports writer Nan O'Reilly, whom he married. Ten years later, upon learning about his bride's fatal cancer diagnosis, he put $1 million into her bank account and told her to learn how to spend money. After a year, the money was gone and "so was she."[4] Newton's classic generosity provides a glimpse into his charisma, and it may help explain the impulse that put him on the stage of that Denver lecture hall and into the crosshairs of a relentless vilification campaign orchestrated by the FBI—the same FBI that, in 1941, had pronounced him to be of upstanding character and a loyal American, even if he voted Republican.

Until now, Newton's story has been told primarily by his detractors, and there is no doubt that the oil business is no place for sissies. Everybody in that business makes enemies because of the risks inherent in the search for oil. The quest centers on someone such as Newton, who invites a dozen or more investors to risk $10,000—enough to finance the drilling venture. If the wells produce, everybody goes home a winner; if the holes are dry or minimal in production, the investors are not so happy.

11—ROCKY MOUNTAIN NEWS— Denver, Colo., Sunday, Oct. 19, 1

Silas Newton Flatly Denies Fraud Charge

By LEE TRAINOR
Rocky Mountain News Writer

Silas M. Newton, Denver oil producer, yesterday flatly denied that he swindled a wealthy industrialist out of $50,000.

In an exclusive telephone interview with The Rocky Mountain News from Los Angeles, Mr. Newton declared:

1. "Directly or indirectly I am not, and never have been, in any way connected with such a proposition."

2. He will waive extradition and will return to fight the charges. "I want to go back as soon as I can. I've never run away from anything in my life and I don't intend to start now with this preposterous charge."

3. That he never misrepresented a $3 "doodlebug" or magnetic oil detector, as an $850,000 machine to Hyman A. Flader, Denver industrialist, and did not sell any such machine to Mr. Flader for a large sum of money.

4. That he once owned oil properties valued at several million dollars, but now is nearly broke. "That's as far as cash goes. We still have a number of valuable oil properties."

Wife and Son Raise Money for Bond

The interview was conducted a few hours after Mr. Newton was released from Los Angeles County Jail where he had been held since Thursday because he couldn't post $5000 bond.

His son, Fred, of Denver raised $4000 from his father's friends here, Mr. Newton said. His third wife, Sharon, 36, secured an additional $1000, apparently by disposing of her jewelry. Earlier reports said Mr. Newton had been released Thursday night.

For the first time, the fabulous self-styled flying saucer expert, a former Colorado Amateur golf champion, told his side of the story that has been highlighted by swindle charges against him.

"I'm pretty unhappy about this," Mr. Newton, 64, told The News. "We don't even know exactly what the charges are. We're trying to find out."

He was told that Mr. Flader, owner of the Stayput Clamp and Coupling Co., 3975 York st., had charged that Mr. Newton and Leo A. Gelbauer, Phoenix, businessman, bilked him out of some $50,000 on a Mojave, Calif., oil well deal.

Flader Charges Misrepresentation

He was told that Mr. Flader charged both he and Mr. Gelbauer continued to accept payments on a 12½-percent interest in that well even after, unknown to Mr. Flader, it had been converted into a water well.

He was told that Mr. Flader charged both he and Mr. Gelbauer continued to accept payments on a 12½ percent interest in that well sum of money to buy an interest in some of these machines.

One charge, he was told, was that he and Mr. Gelbauer sold a half-interest in a doodlebug, which they allegedly valued at $12,500, to Mr. Flader for $6250. And that Mr. Flader claimed he lost another $250,000 by investments on Mr. Newton's advice.

He was told that the federal government had filed charges against him and Mr. Gelbauer for allegedly transporting money gained by fraud (from Mr. Flader) across state lines.

Mr. Newton answered the charges in detail.

He said he first met Mr. Flader in 1949, and that Mr. Flader expressed an interest in investing in some oil properties.

Wanted to Drill Rangely Properties

"He brought up the question," Mr. Newton said. "First, he wanted to drill some of our Rangely (Colorado) properties. But we examined his equipment and told him it couldn't drill it."

Mr. Newton insisted that Mr. Flader paid for what he termed "a small interest" in the California well before the drilling began, and that no money was recived from him for that purpose after the drilling was discontinued.

Turning back to the Wyoming oil well deal, which concerned properties west of Laramie, Mr. Newton went on:

5—ROCKY MOUNTAIN NEWS— Denver, Colo., Sunday, Oct. 19, 1952

Rockey Mountain News clipping.

The reason that Newton was so rich and successful lay in his scientific grounding. He was a geophysicist who made a study of how to detect petroleum beneath the surface of the earth, whether by assaying shale or using a device that could actually "see" large bodies of oil at great depths. He richly deserved the title by which he was introduced at the University of Denver: Scientist X.

By the time he stumbled upon the flying saucer mystery, Newton was 61, having made millions over his career in an era when a million dollars was a dizzying sum. His trajectory peaked in 1950 when he electrified an audience about flying saucers, and the rat pack chased him for the rest of his life.

What nobody knew was that, in 1954, Silas Newton sat down at the

typewriter and began to write his autobiography. We found this never-finished story in the Frank Scully archives at the University of Wyoming, and for the first time we reveal Newton's secret thoughts and his evaluation of those who attacked him after his lecture in Denver.[5]

In a superficial way, Newton's story resembles somewhat the fictions of his detractors. He did indeed have a friendship with Leo GeBauer, of Phoenix, and he did have a business deal that went bad with the Denver businessman Herman Flader, but that is where the similarities seem to end, and Newton certainly never published his life story, if he ever completed it. Frank Scully was wise enough to safeguard what Newton wrote, and it survives to be part of the factual story of the Aztec Incident.

Newton's photo shows a distinguished-looking man, and his FBI file in 1941 describes him as 5'9" tall, 160 pounds, but then says he is "heavy, rather stocky," which does not fit the height/weight description. His complexion was ruddy, as befits a man who spent much of his life outdoors. He was clean-shaven, and the FBI said he showed all the trappings of wealth. Amusingly, the same documents say that Newton "plays golf continuously," but that is not surprising, as he was an accomplished golfer for all of his adult life.

All told, Newton was married four times, and considering his wealth and his savoir-faire, it should make sense to the discerning reader of his life story. Newton was not only rich, but he was educated, literate, athletic, well-read, and sophisticated.

It should be mentioned that college degrees were much less common before WWII, and for a man (and it was mostly men at that time) to do post-graduate work in Berlin, as did Newton and one of the Dr. Gees described in Chapter 14, was unusual. But all of this ties together in the end of the story.

Newton's oil ventures spanned across the West, and he had a home at 1929 Whitley Street, Hollywood, California, but got his mail at the famed Knickerbocker Hotel there. His main offices were at 315 Franklin Street, Denver, Colorado, where he obviously knew George Koehler, the radio advertising salesman who brought him to the University of Denver lecture theater and who engineered his disappearance immediately after the bombshell presentation.

Newton started writing his life story in 1954, and that typescript has been preserved in the Scully archives, but there is no doubt that he saw his hour on the stage in Denver as the focal point of his story, surrounded by a detailed and

harrowing description of his arrest and prosecution in 1952 because of the work of J.P. Cahn who was able to stir Herman Flader to file a charge against him and his friend Leo GeBauer.

Some may wonder where journalist Frank Scully got all the material to discuss magnetism and the field of magnetics when he wrote his flying saucer book, but Newton's manuscript shows a remarkable interest and understanding of the history of magnetism, as well as a conviction that the method of propulsion for the flying saucers had to be by magnetic lines of force. It was all part of his presentation to the students and faculty at the University of Denver.

Part of the mystery for that lecture was the fact that Newton was not originally scheduled to appear. Science professor Broman's original idea was to bring in one of the "men of science" to discuss the flying saucer phenomenon. One of those accomplished scientists had agreed but allegedly got cold feet at the last minute when the government clamped down on the saucer story. As is told in Scully's book, the scientists believed that the government was planning to reveal what it knew about the recovered saucers, but then changed course suddenly, classifying flying saucers above Top Secret. Because Newton obviously knew some of these scientists, he agreed to give the lecture, based upon what they had told him.

Why would Silas Newton know scientists working on highly classified projects? For the answer to this, we ask you to refer back to the biographies of these "men of science" as they were described by Scully and by Newton. The wartime work of these scientists in developing magnetic detection devices was begun before WWII as research into finding oil! And that is when Newton's scientific interests brought him into contact with these men. By now the reader can see how the government after 1947 brought magnetic research scientists together, under Vannevar Bush, to do a highly classified study of the amazing disc-shaped devices that came to earth in those early years, particularly the Aztec saucer that had gently "pancaked to earth," as Scully described it.[6]

In Newton's own words concerning the March 8, 1950 lecture, he wrote in 1954:

> Some four years ago I dared to stand before an audience in a so-called Hall of Learning and tell a packed body of students a story I had heard about a phenomenon on which our guardians of space, the Air Force together with the Air Force of Canada and Great Britain and other

> nations have spent millions trying to identify what they term "Unidentified Aerial Objects." They call it "Project Blue Book" to give it a proper cloak of mystery here in the U.S.A.

Little did Newton know that this lecture would lead to one of the most difficult periods of his adventurous life.

In his lecture, Newton wrote on the chalkboard and sketched diagrams. Fortunately, the raw sketch for one of the diagrams he outlined on the board that day in 1950 survived in Frank Scully's archives at UW.

In his discussion at the university, Newton not only affirmed that flying saucers exist, he also spoke about magnetism. He spoke of Galileo, and recalled Giordano Bruno's immolation at the heretic's stake, and Newton described how, when Galileo announced his heliocentric theory, the "brothers" reminded him of Bruno's untimely end and Galileo "with his tongue in his cheek recanted."

Newton stated firmly in his manuscript: "As to my talk (referring to the lecture at the University of Denver), it wasn't long before the finger of persecution began pointing my way, and they've scorched my hide already. But I haven't recanted." He was referring, of course, to the prosecution partially orchestrated by Cahn, Flader, Ken Purdy of True Magazine, and the Denver Post for good measure. (This is revealed in detail in the Chapter 5.)

In his manuscript, Newton continues:

> So, to the degreed savants of a so-called place of learning, to the publisher of a decadent yellow journal [presumably one of the above publications], to the thundering charges of a small time political office seeker, to the smirkings of a black-robed member of the District Court, to the jury of twelve who knew not what they were called on to judge, I say, "Father, forgive them, they know not what they do."

Newton a hoaxer? Here's what he writes on page 199 of that unpublished life story:

> When the day comes and one of these silent invaders of our sky sets down and we are greeted by a people of another planet, I'm wondering if they too will be stoned in the market place? Methinks they already know our ways and ere they do visit us they'll be in a position to

> protect themselves against our gangster methods and our shoot-first-and-investigate-afterwards system. Of one thing I'm certain, and that fellow Wilbur B. Smith [sic; should be "Wilbert"] up in Canada has my unqualified admiration, because he and his group have dared to declare that magnetic propulsion is the only plausible answer to the question, "How do they fly?"

As the reader puts two and two together, Newton's interest in magnetic propulsion theory makes perfect sense. Before WWII, Newton knew some of those scientists who later went into top-secret work for Vannevar Bush during and after the war. Those scientists would have been the natural team to study downed flying saucers found from 1947 to 1950, and Newton certainly would stay in touch with them to assist in the development of Magnetic Anomaly Detection Devices (MADDs) that were then and still are called doodle bugs. Newton's great success in finding oil is a testament to the success of the MADDs.

Newton discusses flying saucers in his manuscript on page 201:

> …it seems reasonable to me that their flight the past seven years [Newton refers to the years 1947–1954 here] have enabled them to map this world's terrestrial field of force, and that already possessed of superior knowledge as to magnetics, they can calculate on the magnetic time factor at any given point on this globe for months ahead. Carnegie Institute would be honored by these pilots using magnetic fields for power, and many of the scientific problems unsolved today might be resolved with such a meeting.

On page 202, he emphasizes again that central theme: "Magnetics, magnetics. The scientist that unlocks the door to magnetics will outrank all the scientists of all time." It would seem that if Newton was hoaxing anyone, it would be himself, and his writing shows he was far too bright for that. Newton devoted many pages in his unpublished autobiography to the history of magnetism, from Sir William Gilbert's treatise "De Magnete" right up to modern studies, including Helmholtz, who once said that the great failure of the 19th century was the failure to understand magnetism.

Newton's personal story includes pages devoted to discussion of magnetism, lines of magnetic force, and other scientific topics, revealing that

he may have been an oilman, but he was, by dint of education and association, a true geophysicist and magnetic scientist. Indeed we see the hand of Newton in Scully's 1950 book (Chapter 14, "Some Magnetic Definitions"). The scientific discussion is very similar to what is found in the Newton manuscript and most likely is Newton's tutelage of Scully rather than the other way around.

In a separate undated 1950 wire recording archived at UW, Newton speaks of doing magnetic research in the Mojave desert with a "top magnetic scientist," when he mentioned to this "doctor [PhD]" reading about flying saucers. We are assuming this exploratory trip could have been in 1949. The scientist told him, "You know, I had to make a trip from Denver to Phoenix, and when I drove past Aztec, N.M. I thought, I wish, Si, you were with me so that I could show you where that flying saucer landed."[7] Newton continues his narrative telling how the "Doc" described the high, rocky plateau east of Aztec and how they (the scientists and the military) had come down from Durango within a few hours of the landing. Given the technology of 1948, the "Doc" would have to be in the general area already in order to join the military that quickly.

Newton was writing in 1954, pondering the mysteries of magnetic power and magnetic fields as they might apply to power and propulsion, while 61 years later, we are still building chemical firecrackers to boost ourselves into space.

Newton reserved his purest vitriol for the debunkers and charlatans of his time. On page 206, he roasted Harvard professor Donald Menzel for a fraud. Menzel published his first flying saucer book, Flying Saucers—Myth—Truth—History, in 1953, a book along with two later works that have largely been shown to be more government disinformation than fact. It was modern researcher Stanton Friedman who discovered that Menzel was deeply involved in national security, and it was Menzel who explained away the 1952 appearance of flying saucers over Washington, DC, as temperature inversion, a phenomenon that has not produced any other sightings since that time.

Even Frank Scully was outraged by Menzel's outlandish "natural" explanations of flying saucers, and the beginnings of his unpublished manuscript with the working title "Little Menzel From Mars" was also discovered in the Scully archives at UW.

Newton was colorful in commenting on Menzel on page 206 of the autobiography: "I read a letter by this inversion theorist and I read the [1953]

book he put his name to as author of 'Flying Saucers' wherein he devoted sixteen pages to me and my talk at the University of Denver. If I ever encountered a stuffed shirt writing, Donald H. is that boy. First he lied, and he did this second, third, and continuously from cover to cover of his worthless work.

Continuing, Newton wrote, "He was a one-sided charlatan, and calling him a scientist is an insult to the men who have made this world a better place because of their work. He was dishonest as a reporter, he proved his ignorance on many matters he pretended to know about." Today, most researchers see Menzel as serving the government to hide the reality of flying saucers, and Menzel was on record to the end that flying saucers did not exist.

Newton delivered his most powerful statements on page 207, fully quoted here:

> What Menzel didn't know and didn't give a dam [sic] about was that a complete tape recording of the incident is in my possession and Professor Broman's voice [the professor who introduced Newton to the class] is duly recorded there.
>
> What I told the University of Denver class March 8, 1950 and what I told Frank Scully that went into his book Behind the Flying Saucers I had heard over a period of months after July 1949.
>
> I submit the following…no one has disproved one basic claim I made, to wit: Three ships had been reported to me as having landed in two southwestern states, and they had been taken over by the Air Force and that scientists had been called in to examine and report on these alien objects from space. People were on those ships, and they were dead.
>
> The ships were propelled by a method unknown on this earth and assumed to be by a form of magnetic propulsion, whereby the solar field of force and as well as the earth's field provided the source of energy used to make them fly.

"Five years have passed," Newton reminded the reader that he was privy to the story of the flying saucers starting in 1949. He spoke admiringly of Canadian engineer Wilbert B. Smith who revealed to American researchers that flying saucers were a secret even higher than the H-bomb. He referred to Al Chop and Captain Edward P. Ruppelt, who each headed Operation Blue

Book and whose job was to provide public relations reports about unidentified flying objects, not to investigate UFOs.

The oilman always maintained that what he knew about flying saucers was imparted to him by scientists whom he greatly respected, as found on page 210: "There may not be little men or big men on these ships. I do not know. I never saw one, but I prefer to accept as true the reports of most of the people I've heard from, talked to, and examined these five years."

Newton wrote, again on p. 210, "…the story in Behind the Flying Saucers will be nearer the truth than anyone believed possible." He wrote those words in 1954, and this book has proved the uncanny validity of Scully's book as few others ever have.

Did Newton know secret scientists? He concludes a section of his manuscript (pages 210–211):

> As I write these lines, my friend [Gene] Dorsey with the assistance of two ranking scientists has just been breaking down and tape recording the story of an Aerojet scientist and a former A.E.C. [Atomic Energy Commission] scientist stationed at Los Alamos. This man had a direct experience not only with, but inside, a flying saucer in 1950 and so far his scientific discussion and analysis of his experiences and findings has been flawless.

As plainly as he dared, Newton revealed that he knew those "men of science" who told him and Scully about the Aztec saucer recovery.

Readers will no doubt do Internet searches for "Silas Newton" and will discover, almost without exception, that historical sources brand Newton as a con man, a hoaxer, and a man of poor character. In this book Newton answers all of those charges in his own words. Newton's accusers and the debunkers have all used as their only source the work of J.P. Cahn, whose farrago has already been exposed (in Chapter 5). Newton deserved his day in the court of public opinion, but his life story never made it to the printing press. He knew full well that the troubles in his life began on March 8, 1950, and had nothing to do with his shrewd business dealings; they had everything to do with flying saucers.

Newton's next salvo was fired on page 228 of his manuscript:

> It appears that I committed an unpardonable sin, when in 1949 I heard

> the story of flying saucers, and after months and months of inquiry, couldn't break it down, and then told the story, at all times qualifying myself as to it having been told to me, and I can produce literally dozens of people in Colorado and California who heard the story from the same source I got it. Mr. Scully has not been branded as a hoaxer…. I have, however, not only been libeled and lied about but I have been pictured as the deliberate author of the whole idea—and to follow it up the same people who defamed me in print then framed up a prosecution that even at this hour seems to me like some horrible nightmare from which I will awaken in time.

Newton's fury over J.P. Cahn's 1952 hit piece in True Magazine never abates, and though Newton is gone, he finally does rebut Cahn as we present Newton's original thoughts about the malicious prosecution and the true motive for a Kafkaesque trial with a guilty verdict and no penalties assessed, outside of court costs that Newton paid without a second thought as he went to dinner that very evening, reportedly unfazed by whole thing. From today's hindsight, Cahn's article about Newton and GeBauer is revealed as a thinly disguised venomous attack, and there was precious little truth in the True Magazine article. Newton summed up his motivation on page 233: "The principle [sic] reason I'm writing this life story is to let you, the public, judge for yourself where I belong, in the criminal category or not."

Readers will remember that author Donald Keyhoe investigated the Aztec story but turned his back on it as a hoax, despite his conviction that the flying saucer phenomenon was certainly real and interplanetary. Newton did not spare him either. On page 228, Newton lumped the adversaries together:

> …written statements by that Keyhoe boy who came out to Denver early in 1950 [looking into the Denver lecture by searching for radio executive Koehler], and then according to his boss at the time, that ex-car salesman Purdy of the True pulp factory magazine, told a lot of lies on his own account. Somehow I never figured Keyhoe authored the lies Purdy printed, but he became accessory, but then Keyhoe had to eat, and so it goes.
>
> Why all these mediocre mudslingers wanted to take out their venom on me—Keyhoe, Purdy, Cahn, Menzel, what a quartet of vultures—I'll never know.

Newton did not spare his courtroom adversary, either, saying of Herman Flader (on page 228), "You must understand that a large percentage of the business people of Denver know Flader for what he is, a ruthless vicious low character without principle…. Once Cahn got the Denver Post to pay his way to Denver, he went to work on Flader. They were two kindred souls."

As the 1953 Denver trial receded into the background, and after Newton typed the draft of his autobiography, he spent more of the next 17 years with the Newton Oil Company and its subsidiary interests, but he never escaped the stigma of the so-called "Aztec Hoax." Even the FBI kept a file on his activities, though the activities they chronicled never rose to the level of actionable charges. It was obvious that everything they were concerned about had more to do with flying saucers than criminal activity.

There is little wonder that the government was concerned, because Newton obviously had personal relationships with scientists whose work was considered Top Secret, and Newton wrote letters to Frank Scully in those earlier years confirming the true story of the (plural) Dr. Gees.

The enigma of Silas Newton emerges in that, although he was a wealthy man who claimed to have offices wherever oil could be found, the only time he ever achieved national publicity was during the 1953 show trial in Denver. Even an Internet search will not reveal a complete biography of the man. It is all the more puzzling to the average person why a man who had everything would get involved in the flying saucer mystery. To understand that, we have looked at the section of his unpublished life story, and now we get a glimpse of his private correspondence with Scully that included a letter included with his donation to the author's unsuccessful campaign for the California Assembly in 1946. Newton was responding to a letter from Scully's campaign manager.

The next letter also came on Newton Oil Company letterhead from the executive offices in the Equitable Building, Denver, Colorado, September 11, 1950. This letter specifically mentions one of the Dr. Gees who was in Denver at that time. "We put Doctor on the plane yesterday afternoon for Phoenix. He came up here earlier in the week, but his blood poisoning got the worst of him and he had to return home."[8]

Newton avoided giving the "doctor" a name, but in this case he may have been referring to Leo GeBauer, because Scully was asked to send copies of the saucer book to him at Western Radio & Engineering Co., 1915 East Washington Street, Phoenix, Arizona. This helps explain why the debunkers have always tried to say that GeBauer was the only Dr. Gee; however, this

book sweeps away most of those arguments.

Scully described at length his correspondence with Newton; even before they met, and before the time of the saucers, Newton tried to encourage Scully to write a biography of the notorious Frank Harris, whose ribald lifestyle was well known in the WWII era.

Because Newton and Scully were acquainted before the time of the Aztec recovery, it is clear that Newton was the man who brought the flying saucer to Scully. Newton the oilman had an edge on his competition because he had access to Magnetic Anomaly Detection Devices (doodle bugs) whose design emanated from the "men of science" with whom he had worked before WWII and whose expertise became part of America's anti-submarine war, particularly against the Japanese in the Pacific. Certainly Leo GeBauer was one of Newton's friends, and he was also a government employee during the war. He most probably knew and was part of this group of still-unnamed men who confided in Newton and, when these men received the urgent call to come to New Mexico for a Top Secret mission involving a flying saucer recovery, revealed the information to their long-time associate and confidant Silas Newton.

Move ahead now to July 2, 1951, almost a year after the September 1950 release of Scully's bombshell book. The letter sent from Newton to Scully is probably the most important piece of evidence that tells us what really happened. Before revealing the contents of that letter, recall that even Scully realized in 1950 that what the scientists told him in 1949, in the mistaken belief that the U.S. government was planning within a few months to tell the public the truth about flying saucers from somewhere else, posed great danger to the careers of the "men of science." Thus, he and Newton maintained the secrecy of the scientists' names to the end of both their lives and thus opened themselves up to an unparalleled attack on their reputations through proxies of the government who were desperate to punish those who dished the greatest secret in America's history.

In his long letter to Scully in July 1951, Newton said explicitly in the third paragraph when he began to talk about Cahn: "Thinking I was talking to responsible people and talking off the record, I talked freely; however, I followed the line used since '49 by refusing to identify any of the scientists who know the inside about saucers. The general subject matter of our talk you covered in the book."[9] There it is as plainly stated as it ever could be: Both Newton and Scully knew the plurality of the Dr. Gees and they protected those

names to the end.

Newton was introduced to Cahn at Scully's home, and was pursued by him, along with Scott Newhall to sell the flying saucer story. This was not the Cahn whose bloody literary hatchet savaged Newton in True Magazine, but a man who believed in the Aztec saucer and wanted rights to the story. He had already tried to get the story from Scully, getting "no" for an answer in 1950, and after several meetings with Cahn and Newhall, as chronicled in the letter, he finally met with Cahn, Newhall, the San Francisco Chronicle editor, and the newspaper's magazine supplement editor.

Newton told Scully that, when Cahn discovered that he went to San Francisco often, he prevailed up him to meet with him and Newhall. They had dinner, and Newton wrote that "…the talk was saucers, saucers. The theme of their talk was that I owed something to the world and I should let the Chronicle guide me." Remember that this was the same Cahn who later tried to destroy Newton, Scully, and the whole flying saucer story when it was denied to him.

As Newton wrote to Scully about a further meeting with the Chronicle staffers, "The meeting lasted 1 1/2 hours. They wanted their great conservative paper to get to the bottom, document the whole thing and if they thought it true than give it to the world." Ironically, Newton said, "They would satisfy anyone that they would protect the identity of all concerned."[10]

Then came the pitch from Cahn and Newhall, showing how serious the newspaper was in owning rights to the story. Read this in Newton's own words:

> But Cahn kept after me, and one day turned up with a great cash offer such as the Chronicle had never dreamed of in their history. They wanted me to contact all the various connections [the scientists], and share $25,000 plus 50% royalty. They would deposit somewhere $15,000 in good faith. I never even inquired as to the conditions. I, when brought before Fanning [a Chronicle editor], told them that at the first opportunity I would present the proposal to the various people and on my return to San Francisco report their reactions. Rush, rush was the daily theme of Cahn. Fanning was about to drop the whole thing and unless it was a closed deal before Smith [believed to be the publisher] returned, Smith would ditch the whole idea. Frankly I can't remember such high pressure salesmanship. High honor, absolute protection for every one (authors' emphasis).[11]

A discussion of the saucer artifacts is appropriate here. It is well known that Newton showed Cahn some parts supposedly taken from the dismantled Aztec saucer, and Newton wrote about the 1 1/2-hour meeting, "I may have, at this talk at the persistent request of Cahn showed some of the gears that he had heard about."[12] Follow this carefully, because Cahn later had some pieces of metal analyzed and was told they were just common household aluminum.

What happened at a later meeting tells more about the character of J.P. Cahn than it does about Silas Newton. Newton wrote: "At one of these latter meetings Cahn insisted that they get one more look at the gears and discs [shown to them earlier]. About ten days later I had occasion to remove the gears and I saw a disc had been switched. It did not occur that the honorable soul of honor Chronicle staff would stoop to petty larceny or perhaps grand for that matter."[13]

As background, the part of the story about saucer artifacts ended in Cahn's magazine article when he denounced the disc (that he had switched with the piece he stole from Newton) was a fraud. Newton, for his part, was apparently not quite the ingénue that Cahn thought. The pieces that Newton showed him were copies in themselves and so, when Cahn had a ringer especially made up to switch during that second visit to Newton, he was outplayed by someone smarter than he was. In Chapter 12, you'll see there was great interest by the Air Force Office of Special Investigations (AFOSI) in possible artifacts that the radio advertising salesman might have had in his possession, but none was found. With Newton, there is little doubt that he had seen real pieces from the saucer and that he had replicas made, knowing that the originals were priceless. Where those artifacts actually were located is pure conjecture, but Scully's description of them suggests that Newton had the real deal at some time. Newton never gave Cahn a chance to steal real articles from space.

According to Newton's 1951 letter, he was now tracking Cahn's movements and knew that Cahn had actually traveled to Phoenix in search of Leo GeBauer. The purpose of that journey, as Newton wrote to Scully, "Cahn told you (Scully) that I had told him (Cahn) the identity of Dr. Gee, as being one person, and gave his name and address. That is a complete lie…I should have known then he (Cahn) could not be trusted."[14]

As further proof that Newton believed the reality of the Aztec saucer story, it is necessary to read carefully what he wrote to Scully toward the end of the long letter:

> So the vicious circle turns. What gets me is what is to be gained by vilifying me. There's enough trouble in the world. It does not prove or disprove the saucer story. I believe it, and I've had sufficient evidence of all kinds (author's emphasis) the past 3 years to make me a firm believer…. I hope some day to meet a saucer face to face. But I won't wire the Chronicle. Even [with] what they know at present, Mr. Cahn nor his paper are able to disprove the existence of saucers.[15]

Little did Newton know in 1952 that Cahn would turn to seek revenge for not being sold the story; he would contact the FBI to seek their helping prosecuting Newton—for anything—and travel throughout the Southwest to find someone to conspire with in charging Newton.

With the weight of the federal government and a bird-of-a-feather in Herman Flader, Cahn succeeded in having Newton arrested and transported to Denver, along with Leo GeBauer. The trial, as described in this book, resulted in an almost-directed jury verdict, but the sentence was to probation, with Newton dunned for court costs. From the moment the FBI began looking into Newton's activities, until their final report on him in 1970, in which the victim of a supposed mining scam in the Silver City, New Mexico, area preferred to work the mining rights sold to him rather than file a complaint, every difficulty faced by the millionaire was related to flying saucers and flying saucers only.

As for the commonly repeated story about Newton being a con man, that is all based on the petty vendetta by Cahn, who was unable to pry the rights to the Aztec story from Newton. The oilman was so wealthy that he had no need to swindle anyone, and simple logic must intrude. According to an October 31, 1930, wire story in the Havre, Montana, newspaper, at the time of his marriage to sportswriter Nan O'Reilly, Newton was worth approximately $40 million, and once paid $20 million cash for an Indiana oil property.[16] From his own correspondence it is known that Silas Newton held to his belief in the flying saucer story, and he never sought to benefit from the story. He could have sold the story to the San Francisco Chronicle for, what would be for him a piddling sum of $25,000 plus royalties. He walked away, and he could have recanted and allowed Cahn to write the "Scully was duped" story, but there was no sale there, either.

Thus, the enigma of Silas Newton is multi-layered. Here was a man of means, who was wealthy in the extreme through the Great Depression. He was very well educated in geophysical sciences and was wildly successful in

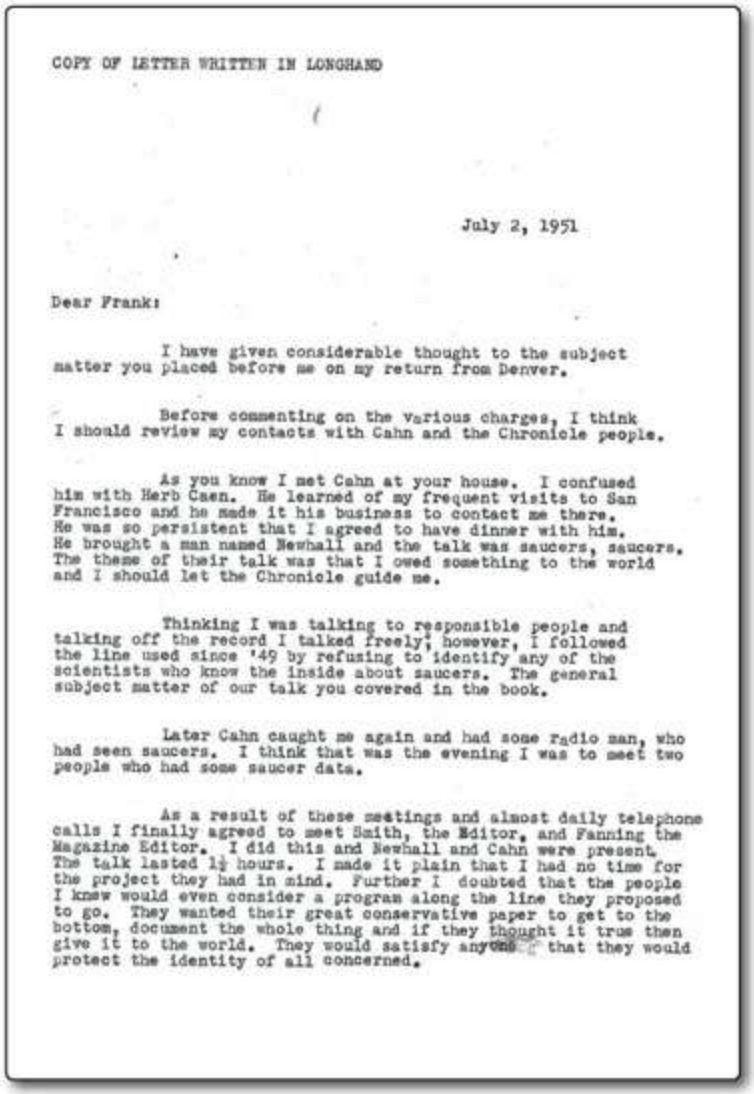
finding oil. He was a world-class golfer, a patron of the arts who read Variety, and after reading the columnist Frank Scully, made contact with him when neither of them knew what fate had in store. Newton was a generous man who unhesitatingly gave his wife $1 million to spend as she wished, and his written work is literate and expressive, never given to coarse language, even when he was obviously under pressure from his detractors. He was at home in the finest hotels in America and probably at the best country clubs as well. Yet, after he learned about the flying saucers from his friend Leo GeBauer, and from the several government research scientists who saw the landed Aztec saucer, his life would never be the same.

Despite this, he never recanted his belief. There was little doubt that the scientists had shown him material that did not come from Earth, and it was such a profound experience that he protected the names of those scientists and went to great lengths to make sure that no piece of the alien craft ended up in the hands of the wrong people. He had no idea that the secret force of the nascent U.S. government was arrayed against him, determined that the American people could not ever accept the phenomenon that was being displayed in front of their eyes, their cameras, their radar sets, and their common sense.

In his last years, Silas Newton took up residence in Deming, New Mexico, and he opened an assay office in Silver City, New Mexico, in 1970. He had several projects in southern New Mexico, including the exploitation of mining claims and the building of a hydroponics farm. Newton died at the age of 85 in a hospital in Los Angeles, succumbing to pneumonia. The recognition for his excellence and his courage in bringing the flying saucer story to the public is long overdue.

From this book, even the casual reader will realize that the bulk of the online information about Newton is incorrect, based on the distorted article written by someone who, himself, had coveted the flying saucer exposé and was a rejected suitor.

As a final note about Newton's relationship to Scully, Newton wrote in the close to his July 2, 1951, letter: "I only have this to say in closing. Your story has been told. Great good has come from it, and nothing the Chronicle can do can change that."[17] And now Silas Newton's story has finally been given a fair hearing.



COPY OF LETTER WRITTEN IN LONGHAND

July 2, 1951

Dear Frank:

I have given considerable thought to the subject matter you placed before me on my return from Denver.

Before commenting on the various charges, I think I should review my contacts with Cahn and the Chronicle people.

As you know I met Cahn at your house. I confused him with Herb Caen. He learned of my frequent visits to San Francisco and he made it his business to contact me there. He was so persistent that I agreed to have dinner with him. He brought a man named Newhall and the talk was saucers, saucers. The theme of their talk was that I owed something to the world and I should let the Chronicle guide me.

Thinking I was talking to responsible people and talking off the record I talked freely; however, I followed the line used since '49 by refusing to identify any of the scientists who know the inside about saucers. The general subject matter of our talk you covered in the book.

Later Cahn caught me again and had some radio man, who had seen saucers. I think that was the evening I was to meet two people who had some saucer data.

As a result of these meetings and almost daily telephone calls I finally agreed to meet Smith, the Editor, and Fanning the Magazine Editor. I did this and Newhall and Cahn were present. The talk lasted 1½ hours. I made it plain that I had no time for the project they had in mind. Further I doubted that the people I knew would even consider a program along the line they proposed to go. They wanted their great conservative paper to get to the bottom, document the whole thing and if they thought it true then give it to the world. They would satisfy anyone that they would protect the identity of all concerned.

Typewritten transcription of four pages of a letter from Silas Newton to Frank Scully, July 2, 1951.

I may have at this talk at the persistent request of Cahn showed some of the gears that he had heard about.

Well, the next thing I knew Smith was on a trip around the world. But Cahn kept after me, and one day turned up with a great cash offer such as the Chronicle had never dreamed of in their history. They wanted me to contact all the various connections, and share $25,000 plus 50% royalty. They would deposit somewhere $15,000 in good faith. I never even inquired as to the conditions. I, when brought before Fanning, told them that at the first opportunity I would present the proposal to the various people and on my return to San Francisco report their reaction. Rush, rush was the daily theme of Cahn. Fanning was about to drop the whole thing and unless it was a closed deal before Smith returned Smith would ditch the whole idea. Frankly I can't remember such high pressure salesmanship. High honor, absolute protection to every one. I finally told them that I thought the astronomers might permit their names to be used if a deal was ever made, but I had no authority to say this. At one of these latter meetings Cahn insisted that they get one more look at the gears and discs. About ten days later I had occasion to remove the gears and I saw a disc had been switched. It did not occur that the honorable soul of honor Chronicle staff would stoop to petty larceny or perhaps grand for that matter.

My last words to Fanning et al were that as to the rumor about a grounded saucer near Memphis, I proposed, when I finished my work in Washington, to round up various people and go to the location and find out if the rumor was real. I even said I would wire them if it was real as I thought that would be the best chance to work out something concrete. Frank, I wish you could have heard them tell me how they could protect me. These are the high-lights of our various talks, but never in my life have I been subjected to such high pressure. To top it all Cahn gave me a big rush one day and said he had been to Denver and had found out so much good about me that they wanted forthwith to do a big feature story on me, pictures, life history, romance, tra la la. I said Hooey. No dice, and I refused point blank to fall for this gag. I told them you had done that stunt ~~and i read it for the first time when the book came out~~, and that you had gilded me far too much. In good faith I talked to several of our people about the Chronicle idea and not one could see anything worth while.

This review now brings me to the vile stuff that has been vomited in your presence and before others by Cahn, as a representative of the Chronicle.

I want to comment on some of the sorry stuff you had to listen to.

1st Lie number one. The owner of the Chronicle never directly or indirectly invested, spent, or in any manner put one

dollar, let alone $150,000 with me on any oil well or oil venture. He made this same charge a few days ago and he was called a goddamned liar by the Treasurer of our company. On the contrary we spent approximately $100,000 in a 6000 feet test at Carrizo Plains in San Luis Obispo Co, and lost our money and never bellyached to Cameron or any one else.

Next, you say Cahn told you I was about to be indicted for selling a man named Springer some oil property for $9100 without a license. Answer; Mr. S. has been in business with me since October, 1950 and in Washington in February personally solicited me to sell to him a small interest in an oil lease in Wyoming. I called Denver and discussed the matter, agreed to it, and the papers were prepared in Denver. Mr. S. paid for only a small part of his purchase and got me to accept his note due next year for the greater part of the deal. Mr. S. has confirmed this fact as to the deal in Washington and Denver, but it is no one's business as to the terms. So that was lie number two.

Now as to lie number three. Cahn told you that I had told him the identify of Dr. Gee, as being one person, and gave his name and address. That is a complete lie. I never even told Cahn who the astronomer was at Palomar, as I told Fanning et al that I did not have his permission. But Cahn in my presence was caught holding the pictures up to the light to see the name. I called him on it, and I should have known then he could not be trusted.

Now comes some of the filth. Cahn told you about a case in New Jersey, which started out to be a blackmail case, but I refused to pay off. I long ago told you the highlight. So they wired to Baylor and to Yale and they found out about my golf scores abroad. Now isn't that just too bad. Here I've been playing golf in this country and Great Britain for over a quarter of a century. I've never been barred from a golf club or turned down for membership. I'm a life member, founder member, resident and non resident member of all kinds of clubs all over this country. But according to this petty thief, self admitted to you, I'm in the confidence racket. I've made and lost millions in the oil business and I've been in it most of my business life. An oil man always has two strikes on him in the eyes of a lot of people, but I have friends all over this land. I've been rich by anyone's standard. I've been broke, but I can go back and do go back to any place I've ever been and I think I'm welcome. I have no regrets. I dig holes in the ground, some are dry and some produce. I've built and owned successful oil refineries. I've drilled oil wells all over this country.

For more than 20 years I've been engaged in geophysical research as it relates to the oil business. My educational background equipped me for the study of the subject, and I've gained some knowledge of the subject, a part of which is known to only a few. There are 4 accepted branches of recognized geophysical systems. Each of them were commonly referred to as "Doodlebugs" before they proved their right to scientific acceptance. Even they, as well as geology, are wrong 82% of the time as to "wildcats." So Mr. Cahn is a liar again if he says that my geophysical doodle bugging is to use sucker lists from saucer publicity. You've had thousands of letters. I have never written or talked to one of these people (about anything but flying saucers) and I defy any one to prove otherwise.

Next I hear that Cahn went to see a man in Arizona and told him you told him he was Dr. Gee. You showed me a letter signed by this gentleman. Well, that scotched that.

Next Cahn begged our Mr. Stringer of the Refining company to try to get me to admit that I had told you the story and told you it was a hoax, but you played it straight. Stringer said he never heard of you and knew nothing about the book or saucers and refused point blank.

So the vicious circle turns. What gets me is what is to be gained by vilifying me. There's enough trouble in the world. It does not prove or disprove the saucer story. I believe it, and I've had sufficient evidence of all kinds the past 3 years to make me a firm believer. I hope some day to meet a saucer face to face. But I won't write the Chronicle. Even what they know at present Mr. Cahn nor his paper are able to disprove the existence of saucers.

And what's more. Cahn lied when he told our people in San Francisco a few days ago that his paper had spent $25 to 30 thousand already in tracing my record and others. I would have given it all for nothing if it would have served their purpose in proving saucers do not exist.

I only have this to say in closing. Your story has been told. Great good has come from it, and nothing the Chronicle can do can change that. Lots of people didn't believe it. Lots don't believe what they read in the Chronicle. So what!

I've turned this whole story over to my attorneys for appropriate action.

Sincerely yours,

SI

7

Birds of a Feather "Pflock" Together

> "Silas Newton and Leo GeBauer were known con men; therefore, the Aztec crash story must have been a con."
>
> —Karl Pflock, March 2002[1]

> "The Aztec crash was nothing more than a P-38 that ran out of fuel and landed near Cedar Hill, and then was taken apart and trucked back to the base."
>
> —Karl Pflock, March 2002[2]

> "Hart Canyon Road did not exist back in 1948; therefore, the Aztec crash did not happen."
>
> —Dave Thomas, March 2000[3]

> "The Aztec UFO crash was a hoax to draw attention to Aztec in order to get a rail line into town for the new cannery."
>
> —Anonymous

Over the past 60 years, it has been popular to dismiss the Aztec Incident as a hoax, or a non-event. As we addressed in the earlier chapters of this book, the story was squelched almost as fast as it was made popular by Scully's best-seller. Decades later, as the story was reborn, new skeptics and debunkers would appear from nowhere to discredit the story. As we discussed in the Chapter 5, some of these skeptics were relentless.

In this chapter, we will look at not only the disinformation concerning Aztec, but also the characters who tried to kill the Aztec story and who only prove that they did little or no research in the process.

If you ask residents of Aztec, or the Four Corners area, you would, of course, get a mix of responses as to whether the Aztec incident actually happened. Some did not live there during that time; others say that yes, it did happen; others laugh in disbelief that you could even ask such a foolish question. Still others just smile and say they could not care one way or the other. This is the way Americans seem to deal with history, depending upon their fields of interest.

Here in North Carolina, we have, not far from the city of Charlotte, a national park called Kings Mountain, as well as a nearby town of the same name. Most residents of the area don't know or care what happened here. Thousands drive by every day, as it is near Interstate 85, heading south toward Atlanta. Many who live in this area may visit the park on hot summer days, or on cool days in the fall, but most remain unaware that a great Revolutionary War battle took place on the site that foreshadowed the victory of the Colonists. The problem may not be with history, but perhaps the way that it is taught in today's schools.

Until recently, the Aztec story remained controversial, as one might expect. Within the circle of the UFO or flying saucer researchers, it was a considered a story to avoid. Either because Aztec was rife with controversy, as most UFO crash stories are, or because it had early on earned top rank as being dangerous for researchers to support, many certainly remembered what it did to Frank Scully's reputation in the 1950s. It is well to remember that this was 28 years before the Roswell crash was re-discovered.

Because the Aztec Incident certainly falls into the UFO or flying saucer category, we need to use a chapter to explain the three categories of investigators in any research: the **researchers**, the **skeptics**, and another category of people that has come to be known as the **debunkers**. Now, skeptics are important and useful in any field if they have done all the research that the primary researcher has done. Skeptics act as a valuable foil for researcher and play the devil's advocate role to add thought to the process.

Those who begin a mission with a hypothesis, one way or the other, are in trouble from the start; they will either prove their pet theory or abandon the quest. When we started researching the Aztec story, I (Scott) really did not care which way the story went; I just wanted to see if the story was an old wives' tale, or if there was there some truth to it. It did not matter to me one way or the other at the time.

In 1987, when I started, it had been 39 years since the event allegedly took

place, and proving it one way or another was a long shot. The only thing I could hope for was to do the best job I could with whatever resources I could muster.

So, we discovered that being a good researcher is being a good skeptic at the same time. I think the two go hand in hand, even though the skeptics always look like villains to true believers. Keeping things in perspective, both sides have to do original research along the way, and sometimes that's where the problem starts.

Such problems as how a 100-foot-diameter disc could be transported would have to be addressed, and Chapter 10 resolves that problem. That said, we have to make an assumption that this is a possibility. As we researched, we found that almost everything Scully put into his book is verified through original research. We spent a lot of money doing research, but it had to be done as in recognition of the adage "extraordinary claims require extraordinary proof."

What annoys most researchers and skeptics alike is the debunker. Even with the most persuasive evidence, the debunker always has an attack, but seldom has a believable alternative solution to the problem. This, of course, is the case with Aztec. Let us look at the most common debunker claims against Aztec and compare them with what research has proven, as well as where the evidence proves the debunker wrong.

Some skeptics are actually debunkers in disguise. These are people who write nasty things about other people's research, and even go to the extent of making things up to fit their belief systems. Most of the time, they hide behind either a false claim or a spurious title in the hope they can cloak themselves in credibility based upon the name of their group, their publication, or their association with the government.

Debunkers can be found almost everywhere in life. They play their part in politics, sports, certainly religion, and just about any topic of concern or interest. As a result of information clutter, we are probably all guilty of writing off a subject before we have examined the evidence, but debunkers are dedicated to their craft. Over the years, sincere skeptics have questioned the possibility that a flying saucer landed in Hart Canyon. Some have brought up some believable arguments that made us go back to our research and work harder, not just to address the argument but perhaps to see if we have chronicled the historical facts precisely enough.

These are two important steps in separating the facts from fiction. Keep in

mind that the debunker has the luxury of not having to examine the evidence but merely concocts a cerebral theory that sounds good. We can remember when flying saucers were written off by debunker Donald Menzel as "swamp gas," "flocks of birds," and "temperature inversion," all of which now seem ridiculous in retrospect.[4] Captain Ruppelt, of Project Blue Book, suggested that the Farmington Armada of 1950 could have been frozen fragments of a Skyhook balloon floating in the atmosphere, which was more creative than the "cottonwood tree fluff" proposed by a state policeman at the time.

Because we titled this chapter "Birds of a Feather 'Pflock' Together" it must be emphasized that the spelling is not a typo. The late Karl Pflock was a well-known UFO, or flying saucer, "investigator." Karl and I (Scott) agreed on many things in life, including politics, sports; we shared a passion for old guns, and we both favored our right to own them. I guess you can say we were both on the Conservative side of the political spectrum. When it came to the Aztec Incident, we were as far apart as two sides could ever be. At the time I wondered if Karl was a classic skeptic, or if he was a debunker. I think this chapter will clear that up.

The Aztec Symposium Era

Suzanne and I first met Karl when he was generous enough to come to the annual Aztec UFO Symposium held every year in Aztec as part of a fundraising campaign for the town library. The library was generating a reputation for scheduling some fascinating speakers at this event, and I was fortunate enough to sit as an adviser of sorts to help them secure these speakers for the event.

Leanne Hathcock started the Aztec Symposium after hearing about the Aztec flying saucer incident and thinking it was an interesting and unique way to raise money for a new and much-needed library in Aztec. I met Leanne in 1998 when she organized the first UFO Symposium, and we shared an interest in the story. Because I had been researching the Aztec story for more than 10 years at the time, I contacted her about the Symposium to see what information she unearthed. She either asked me or I invited myself into the Symposium, not as a speaker, but more as a helper, as she had a volunteer staff of people. The Aztec UFO Symposium was held every March through 2011 to commemorate the flying saucer landing, and it was always worth visiting Aztec that week.

At the 1998 event, I first met my wife, Suzanne. Suzanne hosted a radio show in Farmington on KENN radio. Her afternoon show was very popular

and boasted many listeners, and she had an interest in supporting the Aztec Public Library through its UFO Symposium fundraiser. She was then, as she is now, open minded about a wide variety of subjects, and her attitude and subject variety made her radio show successful. Suzanne brought some of the speakers onto her show the day before the Symposium in order to give the event some promotional exposure. Her show boosted Symposium attendance, which worked very well for the library. Suzanne thus had the opportunity to get to know the speakers and meet new ones every year.

Leanne had made the decision to have both UFO researchers and skeptics square off at these symposiums; so, in 2002, Karl Pflock was selected to speak on the skeptic's side and talk about how Aztec was a non-event. Because I had a great interest, and having read his résumé, I was eager to hear what Karl had to say. Karl's résumé was impressive. He had been with NICAP (National Investigations Committee on Aerial Phenomena) when it was an active research organization, and he had been involved with MUFON (Mutual UFO Network) after his career in the military and with the CIA. With those credentials, I expected him to be most informative. Karl had little or no interest in Aztec until it started getting some press as a result of Leanne's work, as well that of the "Friends of the Library" group that boosts fundraising.

Karl came to the lectern, and the first thing that he had to offer was the regurgitated information from 1953 about Silas Newton and Leo GeBauer getting into trouble with the court system in Denver, and how this must equate to the fact that Aztec was a hoax! I could not believe it. This was coming from a man who had NICAP and MUFON on his résumé, and he was writing off the Aztec flying saucer because of an unrelated minor court case in Colorado? The baby was being thrown out with the bath water again.

Karl's second attack on Aztec was his claim to have been privy to a diary written by Silas Newton that supposedly admitted the entire Aztec crash story to be a hoax. Karl could not produce the person he met and who had sought him out to let him only read the diary and not copy it. Karl said he took notes from this diary. Karl admitted during his videotaped lecture to the UFO Symposium in 2002 that he never knew who this secret person was, how to contact him, or whether or not the diary was real. The diary, Karl claimed, exposed Aztec as nothing more than Silas Newton pulling off a hoax, and the only mystery was why the military showed up at Newton's residence, telling him that they knew the Aztec story was "bunk" but to keep up the good work. Karl described this as the military possibly trying to cover up another UFO crash recovery or

wanting to throw somebody a curve ball. Here is Karl's explanation in his own words[5]:

> In 1998, under curious circumstances, I was made privy to a fascinating document about one of the most controversial cases of the Golden Age of Flying Saucers, the so-called Aztec crash of 1948. I had little more than passing interest in the case until 1998, when a source, who insists on complete anonymity, showed me a handwritten testament, set down by the key player in this amazing, often amusing, truth-is-stranger-than-fiction episode.
>
> It seems that what I was shown was…something penned by sly old Silas Newton, but what can we say about the veracity of its content? After the Denver Post revealed he was Scientist X, Newton received two visitors at his Newton Oil Company office in Denver. These men claimed to be with a highly secret U.S. government entity, which they refused to name. Were they Air Force OSI agents, who Newton hyped into something more mysterious? Newton writes, "They grilled me, tried to poke holes in my story. Had no trouble doing it and laughed in my face about the scientific mistakes I made. They never said so, but I could tell they were trying to find out if I really knew anything about flying saucers that had landed. Did not take those fellows long to decide I did not. But I sure knew they did."

Pflock expanded further, and the tale became even more intriguing: "Newton's visitors told him they knew he was pulling a scam and then gave him what may have been the surprise of his life. 'Those fellows said they wanted me to keep it up, keep telling the flying saucer story and that they and the people they worked for would look out for me and for Leo. I could just go on doing what I always did and not worry about it'."

Pflock asked: "Did the U.S. government or someone associated with it use Newton to discredit the idea of crashed flying saucers so a real captured saucer or saucers could be more easily kept under wraps? Was this actually nothing to do with real saucers but instead some sort of psychological warfare operation?"

That night after we all got back to the hotel, I questioned Karl about how this story had any credibility at all, and I questioned his research ability in even mentioning a "secret" person whom Karl claimed he could not name or

contact. I asked Karl if he had compared the diary to Silas Newton's handwriting, and Karl said he could not find any comparisons to do such a thing. Karl could see that I was becoming amused by how he ignored his former Intelligence training in allowing such unsupported or unverified statements, so he backed down and told me that the source was Silas Newton's nephew, who had ended up with the diary.

I then asked Karl why the nephew would end up with the diary when Silas had sons who were still alive at the time. Karl looked as though he had eaten rotten egg, or more appropriately, was wiping egg off his face. Karl had never researched Newton's family but took the source at face value. My conclusion remains that no diary exists and that the fake Newton story was either fabricated or Karl himself was the victim of a disinformation hoax. Fortunately, as we write this book, there are a distinct few who have copies of Silas Newton's handwriting and typed portions of Newton's memoirs. Suffice it to say, in the documents proved to come from Newton himself, the man stood by the flying saucer story to the end.

Karl's credibility with me was falling faster than Skylab at this point. I had come to like him, but given his background, I had hoped for a lot more research and much less wool being pulled over people's eyes.

Keep in mind, I was hoping that Karl was bringing new information to the Aztec Incident, but his credibility was now in question. Karl lived north of Albuquerque, two to three hours from the town of Aztec. The day after Karl spoke, a Sunday, we loaded up the Hertz rental vans and headed to the crash site with all the speakers and guests who wanted to attend a crash site tour and for a group picture for those who desired.

With me driving to the crash site and Karl in the van, I asked him when he had first visited the crash site, as he lived relatively close. To my complete surprise, Karl told me that he had never been to the crash site and had no knowledge of its location. I had to pause for a moment, wondering how anyone could claim to be an expert on something and never have taken a short drive to the location and at least take a look. If it were not for a well-fastened seat belt, I think I would have fallen out of the van. Keep in mind, I had been to the crash site more than 60 times at that point in 2002, and I live more than 1,800 miles from Aztec, not two to three hours away.

Another statement made by Karl at the Symposium was that the Aztec crash was a misunderstanding by the locals regarding a P-38 Lockheed Lightning that made an emergency landing on highway 550, north of Aztec, in the town of

Cedar Hill. According to Karl's unrevealed sources, the P-38 had run low on or possibly out of fuel in March 1948 and made an emergency landing on the highway. The military arrived, disassembled the P-38, and hauled it away on flatbed trucks to the fighter plane's home base. I took exception to this claim, as I did not know if any P-38s were still flying in 1948. The twin-engine fighter plane was also used as a bomber escort during WWII. Even though it was only three years after the war, many planes were scrapped within a short time after the war because of newer, faster aircraft in the dawning jet age.

On my next trip to Maxwell Air Force Base, in Montgomery, Alabama, I decided to look up any incident reports concerning a P-38 Lightning or any other aircraft that crashed or made an emergency landing within 100 miles of the area. As I expected, we could not find any P-38s even in the Air Force inventory in 1948, or any crash reports or incident reports concerning anything within the area that would fit this description. We even checked to see if any were transferred to a National Guard unit and came up with nothing.

The Air Force keeps voluminous historical reports at Maxwell Air Force Base on all aircraft. Just to clear up any matters concerning incident reports and accident reports, let me assure you there is a big difference.

If a pilot ran out of fuel while flying a high-priced government "asset"—in this case, a fighter/escort aircraft—the report would be long, with questions such as Why did this happen? Who was flying the aircraft? How did the pilot get into the position to run out of fuel in the first place? Was bad weather involved? Was the pilot training up to date? Was the maintenance on the aircraft up to date? Was it a mechanical problem (fuel leak, engine running too rich, etc.)?

The paperwork on a pilot error is almost overwhelming. The follow-up reports include "corrective actions" such as more pilot training and better maintenance on the aircraft, and the list and reports go on long enough to paper the walls of the Pentagon!

Now, if a pilot fails in his or her performance, and the aircraft and pilot (assets) are both lost, the paper work is much less complicated. The report reads something like this: What caused the crash? Who died? What was his rank? Would further training have prevented this? What maintenance should be reviewed in the future? The paperwork is a very small pile by contrast.

Anyway, no reports were found of an accident report or incident report for that time frame that in any way could be a "misunderstanding" with the locals. During one of our many trips to New Mexico in 2008, Suzanne and I were able

to talk with some of the residents of Cedar Hill, which is between Aztec and Durango. Nobody in Cedar Hill remembers any aircraft making any type of landing, crash, or whatever, at any time. One of the ladies we spoke to said, "They would have played on it until the military hauled it away!"

Let us suppose for a minute that a P-38 Lockheed Lightning had run out of fuel in the late 1940s or 1950s. Let us suppose for a minute that any incident report or crash report had been mis-filed or lost, and we were not able to locate one, and let us suppose that we did not talk to the right people in Cedar Hill in 2008.

The highway heading north from Aztec to Durango was a two-lane road in 1948. Looking at maps of that time period and comparing them with today's maps, we see very little change other than the road, like most of 550, has been widened to four lanes in most areas. The section of road has many straight sections that run almost due north toward the state line. As can be seen from the Lockheed specifications, the P-38 required 900 feet of runway minimally loaded, meaning a light load of fuel and weapons. A fully loaded P-38 required just less than 1,080 feet of runway with zero flaps and zero wind on a hard surface. Most take-offs required "No Flap" for the above-mentioned distance; some pilots would go "Full Flap" for a shorter take off. It took the P-38 about 11 seconds at full throttle on the twin engines to reach the 100 to 110 mph takeoff speed at sea level. With the altitude of the Aztec/Cedar Hill area at about 6,500 feet above sea level, this would or could require slightly more time and runway.

The only obstructions would have been the Durango railroad bridge that was east of the highway but well enough off the road not to obstruct any landing. Utility lines, as few as there were, would not be a concern. The main straight sections would have been a minimum of 1,800 feet with some sections more than 2,500 feet, or roughly half a mile. Any qualified pilot could easily land and take off given these paved road lengths in 1948.

The claim of taking the aircraft apart in sections and flatbed trucking the aircraft away seems highly unlikely as well. The Durango Airport was open in 1948 and had the proper aviation fuel or (high octane avgas) required to fuel high performance aircraft such as the P-38. The airport from where Karl said it was parked is approximately 23 miles away. To the west is the Farmington Airport that also has high-octane avgas. That airport is approximately 33 miles from the supposed emergency landing site. The Air Force was no stranger to landing on highways or unimproved roads in 1948. During the training for

WWII, this was standard practice, as described in Chapter 8, which documents a P-80 fighter jet routinely taking off from U.S. Highway 380 near Carrizozo, New Mexico, in 1947, unfortunately crashing into the town. The claim of a P-38 landing and being mistaken for a recovered flying saucer is so weak that it can dismissed out of hand. Also, no one has found witnesses to back up this story, nor could we find any such reference in local papers of the time.

Later, we learned that the P-38 had been transformed into a T-6 trainer that ran out of fuel and had to be dismantled and carted off to its base—a story even more ridiculous and requiring even less time to dismiss. The story becomes even more unsupportable. There is no need to haul away any aircraft running out of fuel when there are two full service airports within a short drive by a rancher's pickup truck. This is also presuming that such aircraft wouldn't prefer to land at one of the two airstrips.

The first self-described "scientist" to attack the Aztec flying saucer story at the Aztec UFO Symposium was Dave Thomas. Dave was generous in donating his weekend to the fundraiser and to be a guest speaker. He was also an open flying saucer skeptic, but was he just a debunker? Dave made the standard claim that the Aztec story was made up by two convicted con men, so the story, according to Dave, was unbelievable at best. Plus, Dave added the statement that Hart Canyon Road did not exist in 1948, again making the story of a disc crash completely impossible. The part about Hart Canyon Road threw me for an Arkansas loop, and apparently others in the crowd as well. Dave's comment about Hart Canyon Road not being there in 1948 drew laughter from longtime Aztec residents in the crowd.

What Dave did not realize, because he had done no research, was the fact that several families lived on Hart Canyon Road in 1948, and some were sitting in the audience! It was either that day or a few days later when I received a copy of an article that reported the last stagecoach robbery in San Juan County, and possibly all of New Mexico, was on Hart Canyon Road just before the turn of the 20th century.

I found an old map of the San Juan area, and I ended up at what is today one of our favorite antique stores in New Mexico. The store is located on Central Avenue in Albuquerque and is called "Cowboys and Indians." They specialize in antiques as well as old maps when they can get them. To my surprise, they had two maps that fit my needs. The maps were made by the Rand Company, one dated 1889 and the other 1900. The maps are in excellent shape and clearly show Hart Canyon Road.

Hart is the Dutch word for deer, and Hart Canyon is still an excellent place to hunt mule deer in the area today, as it was a century ago. The irony of the story is that Cowboys and Indians was only a few blocks away from where Dave Thomas worked in 2000, the year he spoke at the Aztec UFO Symposium. Dave has since written other skeptical articles about Aztec, as late as a 2010 edition of Skeptical Inquirer magazine, in which he still uses the same reasoning that fits his established scientific worldview, which is different from using the scientific method to investigate one's worldview.

Dave Thomas is a wonderful person, and we really enjoyed the fact that he donated his weekend to participate, but I think many people were hoping for a little more than two unsupported statements followed by a stage magic trick he performed for the audience. The old Rand maps now hang in one of our family rooms here in North Carolina. Suzanne and I had them matted and framed. We see them every day as a reminder how important it is to pay attention to detail in our research. Dave came to Aztec to show the skeptic's side of the Aztec story, but it turned out to be an exercise in debunking.

Another claim made by some debunkers is the one that goes something like this: The Aztec UFO story was made up to draw attention to Aztec so they could get a railroad line into town for the new cannery.

I have had this e-mailed to me for years in many different forms. Because railroad specialist Bill Metzger goes into great detail about the railroad coming to Aztec in Chapter 10, it is not necessary to cover this here. It seems that flying saucer stories are supposed to make a difference as to whether a town gets a railroad or not. Jim Marrs was challenged by this comment when he was doing research on the 1897 Aurora, Texas, incident in which a strange object supposedly crashed, killing the occupant, who was later supposedly buried in the town cemetery. It was claimed that the story was used to draw attention so the little town could get rail service, but such was not to be for Aurora. That crash story is still debated, and evidence is still being sought by modern researchers. Aurora still has no rail line. It is safe to say that Aztec already had a rail line in 1948, and a cannery as well.

The discovery of the vast oil and gas reserves in the Four Corners area brought an explosion of interest and many oil speculators, as well as large investments of cash that fueled the economy well before 1948. A flying saucer story was not needed to bring attention to Aztec, which is also the San Juan County seat. The area got plenty of attention from people such as the Phillips Brothers, founders of Phillips Petroleum, El Paso Gas, and a host of

wildcatters and independent oil field speculators such as Tom Bolack and others.

Concocting a flying saucer story in 1948 Aztec would bring nothing to the economic table, so to speak. The oil field economics were then, as they are today, a major part of the area's economy. With exception of the never-ending fluctuation of gasoline prices, the oil industry still flourishes as this book is written.

The V-2 Rocket Version of Aztec

Over the decades, many varied stories have emerged as to what crashed or landed on top of a mesa in Hart Canyon.

The research took us to Durango, Colorado, to interview Jim Bowra and his lovely wife, Bernice, on March 24, 2015, at their home.[6] Jim and Bernice are hard-core history fans, and Jim served in the Navy during WWII, his time at sea spent on a Liberty ship, the SS Pilot Butte, and two different T-2 tankers.

After the war he went to work for his father running a printing press in downtown Aztec. Soon Jim saw the handwriting on the wall for the dim future of small-town newspapers, and he went back to school to earn his doctorate.

It is Jim's contention that the Aztec Incident is nothing more than a very confused story, highly exaggerated over the years. Jim's father, George, had told him the story from 1948, and it was almost the exact story we have already told, except that he removed the term flying saucer and injected V-2 rocket.

Suzanne and I were in complete awe as Jim explained how locals were summoned to the crash site (Jim claims the location was farther east than the site we have already established). Oil field workers, ranchers, and law enforcement were all present that day. A quick and secret disassembly had to take place. Even the rancher who was leasing the land from the Bureau of Land Management, a man by the name of Homer (Fred) Bixler, was sworn to secrecy. Getting this Top Secret object off the mesa and back into military hands was the foremost priority as well as keeping it secret that V-2 rockets could be raining down on small New Mexico towns. This, according to Jim, was the March 1948 crash that has caused so much confusion. His father explained to him that the V-2 was destroyed for the most part and the wreckage was quickly carted away. George also explained to Jim that this was not something the government wanted the public to know, so keeping the V-2 story

buried was a very high priority.

Jim also asked if we knew everyone who claimed to be present that day. We told him about some of the young oil field workers, only referring to a rancher and his wife, the Knight family who ran cattle in Hart Canyon and elsewhere in the county. Jim filled in the blanks with the fact that it was most likely Newton Knight, whose son later became a game warden.

Here's a little history on the V-2 for all who may not know much about them. The German government began looking at alternate weapons in the early 1930s that would not violate the Treaty of Versailles. Major General Walter Dornberger was chosen to research the feasibility of using rockets. Dornberger picked a young engineer by the name of Wernher von Braun to develop the early forerunners of the V-2, the A-2, and the A-4.

By the beginning of WWII, Hitler had approved the program and missiles were being built and launch sites were being built at an alarming rate. During the war, it is believed that over 5,700 V-2 rockets were built at various facilities. The missiles had a rudimentary gyroscopic guidance system. It was referred to then, as it is today, as a "fire and forget" missile. The V-2 flew at supersonic speeds across the English Channel to London as well Paris and Antwerp. Approximately 3,172 rockets were launched.[7]

White Sands Proving Ground (WSPG) had already made history by detonating the first Atomic bomb on July 16, 1945, at Trinity Site. After the war, many V-2 rockets were secretly moved to the new White Sands Proving Ground (renamed White Sands Missile Range in 1960). They were brought into Carrizozo, New Mexico, by rail car and then trucked to the launch center. In May 1946 the first of hundreds of German scientists arrived in the United States under Operation Paperclip, the secret project to smuggle out of Germany many of the brightest Germans to continue work on America's secret missile program, a program that put a man on the moon in July 1969. By 1948 the V-2 program was in full swing, with a total of 12 launches that year. In March 1948, however, only one V-2 was launched, and it was accounted for.

The V-2 stood 46 feet tall, its wingspan (fin) was 11.7 feet, and the body diameter was 5.4 feet. The maximum speed was 3,545 mph, with a maximum ceiling of 55 miles, and more importantly a maximum range of 200 miles.

The U.S. military did not have anything that could exceed the 200-mile limit. Aztec is about 400 miles from launch pad 33 at the southern end of WSPG where the V-2 was launched. Socorro, New Mexico, is 163 air miles

from launch site 33, to give another perspective. So, a V-2 never flew as far as Aztec, much less to Blanding, Utah, as another story proposed.

So, Jim Bowra's story, as told by his father, is accurate in most details. Just remove flying saucer and insert V-2, and you have the whole episode much as you read in the first chapter of this book.

The Role of the Skeptic in UFO Research

Government-sponsored magazines such as The Skeptic and The Skeptical Enquirer have been the stand-by publications for debunkers, and they are almost always found in university libraries. Such high profile anti-UFO personalities as Phillip Klass, who died in 2005, Michael Shermer, Joe Nickell, James McGaha, and the late Karl Pflock all operated from the null hypothesis and used ratiocination data lecti profligate (or, more simply, reasoning from cherry-picked data) to prove their theses. Another example of debunking on steroids was, of course, the Condon Committee, which convened from 1966 to 1968 at the University of Colorado and whose chair, Edward Condon, had already determined there was "nothing to the flying saucer phenomenon" but was forced to take two years to reach that conclusion.[8] It was later determined that the mission of the committee was to debunk flying saucers in order to give the U.S. Air Force plausible deniability when it shut down the official UFO investigative Project Blue Book that was, in itself, a public relations effort to explain away the flood of sightings. The last day of Blue Book was January 30, 1970, though operations actually ceased in December 1969.

Scott and fellow authors welcome honest skepticism, because often the skeptic helps police the researcher to keep her or him honest in presentation of data. Skeptics find honest mistakes and sometimes encourage a fresh examination of reported incidents.

A Sincere Skeptic

Monte Shriver was a student at Aztec High School in 1948, and another contemporary graduate of Aztec High was Garrey Carruthers who later became New Mexico's 27th governor and then the 27th president of New Mexico State University (NMSU). Carruthers confirmed to the authors that he was a contemporary of Monte's, he as well had never heard about a flying saucer crash near Aztec. He said in an e-mail interview that the first time he had ever

heard about such an event was in 2014 when contacted by Monte Shriver.[9]

Shriver graduated from NMSU with a mechanical engineering degree in 1957. He served as an intelligence officer in the U.S. Air Force before mustering out, going to work for the Bell System in 1962, and finally retiring in Las Cruces. He says the first time he ever heard about a flying saucer crash at Aztec was upon reading a notice of the Aztec Symposium, which would have been in the early 2000s.

To his credit, Shriver did his homework. He purchased and read Scully's book, Steinman's book, and, of course, the 2012 edition of The Aztec Incident: Recovery at Hart Canyon. This led Shriver to write his monograph, dated August 9, 2012, and titled "It's About Time: Someone From Aztec, New Mexico Wrote About the Aztec (Hart Canyon) UFO That Is Alleged to Have Crashed in Hart Canyon on March 25, 1948. Conclusion: It Didn't Happen!"

Debunkers were delighted to see Shriver's efforts, particularly because he agreed with debunkers that the testimony of witness Doug Noland and Virgil Riggs, the friend of another witness, should be rejected; however, Shriver does not fit into the usual category of debunker. This reasoning has been addressed elsewhere in the original book.

To Shriver's credit, he studied the Aztec Incident literature as any good academic would do. He enumerates the statements in the Ramseys/Thayer/Warren book that he strongly disagrees with, and he is adamant that nobody in Aztec talked about such an event in 1948 or in the few years thereafter, so such an otherworldly event could not have happened. He actually represents a vocal minority of Aztec residents who agree with him that they had not heard about the saucer incident and therefore it could not have occurred. Shriver uses a Boy Scouts Jamboree around the time of the crash on Hart Canyon Road as one reason the crash could not have happened. He claimed that the Jamboree on Hart Canyon Road lasted all weekend and, therefore, no crash retrieval could have taken place, as the area was swarming with camping boy scouts. However, an archived copy of the Aztec Review from that week showed the Jamboree starting at noon on Friday and ending at noon Saturday at the entrance of Hart Canyon, not anywhere near the crash site, which was at least 6 miles farther out on Hart Canyon Road. One of the most valuable contributions by Shriver is his description of life in Aztec during the post-WWII years and his memories of local people, including his mention of the 60th reunion of Aztec High in 2012.

Because he knows the Dunning family, whose ranch is right next to Hart

Canyon mesa, Shriver talked with Jack Dunning, who said that his family was not held incommunicado and the ranch phone was not tapped since there was no phone on the ranch in 1948. Shriver's conversation with Dunning is credible, and certainly Steinman did not speak with ranch owner Harold "Hy" Dunning, who refused to talk to Steinman at any time, nor did he answer Steinman's letters. The senior Dunning never spoke of the incident so far as can be determined.

Shriver questions the description of how the hull of the saucer was breached, pointing out disparities in descriptions written by Scully, Steinman, and the Ramseys/Thayer/Warren. The story of a puncture in the porthole on the dome of the disc and how a pole was inserted to hit some kind of hatch release button does vary in each of the accounts, though there is no firsthand description of how this happened and whether it was done by oil field workers or the military recovery team. The punctured porthole, however, is identically described in every account from Scully to Steinman to Stringfield, and in this book.

Shriver is skeptical of Steinman's statements that Aztec was under surveillance by the government oversight group known as MJ-12, and he is skeptical of Steinman's assertion that the government surveillance was still going on 39 years later (in 1986, when Steinman published his book). Shriver is correct that there is little evidence of any organized government watchers in Aztec, though Ramsey's interviews include testimony of witnesses that Air Force personnel debriefed them and swore them to secrecy. The idea of long-term surveillance of rustic Aztec is not easily supported, and Shriver is on solid ground; however, as the dean of UFO investigators Stanton Friedman always says in his speeches, "absence of evidence is not evidence of absence."

When Shriver turns his skepticism to Scott Ramsey's research, the case is more argumentative. Shriver and Ramsey both have documentation and source interviews to bolster their cases, from whether stage coaches traveled the dirt road around the Arkansas Loop between Aztec and Durango, to the routes and designations of Highways 440 and 550 in the Four Corners area. Researchers generally point out that source documents certainly are as susceptible to mistakes as the work of historians consulting those documents. Shriver has experience traveling the roads out of Aztec, and it is a spirited argument between Ramsey and Shriver as to the routes and the surfacing of the roads—though it matters little which author is correct, because the debate is whether a

flying disc landed on Hart Canyon mesa. Shriver says the roads there were never cordoned off; Ramsey has interviewed those who have personal memories of being turned back from riding on that road in the spring of 1948.

Shriver presented his arguments to a San Juan County Historical Society meeting in 2013, and he donated copies of his publication to the members.

The point of this chapter is to clearly illustrate the difference between the skeptic and the debunker. The debunking position, whether held by Donald Menzel, the Robertson Panel, the Condon Committee, Karl Pflock, or The Skeptical Inquirer, is an a priori approach in which the same dialectic tools are used no matter what incident the debunker is seeking to discredit. It begins with "Because this incident cannot have happened, it must be explained by one of the following…." If information cannot be called into question, it must be ignored.

Skeptics such as Monte Shriver, on the other hand, come to the argument with clean hands and serve to hold the flying saucer investigator to a high standard of accuracy. Shriver has no ideological stance, and he offers his life experience from Aztec as well as intelligent research into historical documents as leading him to reject the Aztec Incident hypothesis.

In the end, research, criticism, and skepticism may or may not prove or disprove an event, but when an incorrect address, time, or date is written on a police occurrence report, that does not mean the crime being investigated did not occur. Healthy skepticism is important to investigation, and Monte Shriver is held up as an example of that importance.

On the other hand, debunkers seldom do anything but muddy the water with an agenda as old as when they first began to explain away flying saucers at the time of the Kenneth Arnold sighting in June 1947. Today there is a component of the Aztec population that accepts the reality of the Aztec Incident, and there is another segment of long-term residents still saying it never happened.

Community reaction to Aztec is reminiscent of the more recent December 9, 1965, landing of an object in the woods near Kecksburg, Pennsylvania, where the community is still split as to whether there was a crashed object recovered.

As for continuing Aztec research, Monte Shriver wrote in a dedication of the copy of his monograph, given to Frank Thayer in 2013, "May we agree to disagree."

This chapter is a warning to students and researchers in the field of flying saucer research. Claims of researchers must be verifiable, but the criticism of

skeptics must also be held to the same standard. As for the debunkers, including my old departed friend Karl Pflock, we can say only that we remain as suspicious of their true motives in this field as we are skeptical of their seldom-substantiated claims.

8

The Secret Keepers

> "The difficulty with many career officials in the government is that they regard themselves as the men who really make policy and run the government. They look upon the elected officials as just temporary occupants. Every President has been faced with this problem.…
> The civil servant, the general or admiral, the foreign service officer, has no authority to make policy. They act as servants of the government, and therefore they must remain in line with the government policy that is established by those who have been chosen by the people to set that policy."
>
> —President Harry S. Truman, 1947

In order to fully understand the Aztec Incident, it is necessary to examine what the military and scientific establishment was doing in New Mexico in the 1940s and 1950s, activities that continue even as this book is being written. New Mexico was then, as it is today, intensely involved with military research and development.

During World War II, the Manhattan Project was the most secret project in America. Located at Los Alamos, just north of Santa Fe, the work by the brain trust at Los Alamos led to the explosion of the first atomic bomb at Trinity Site on the 3,200-square-mile White Sands Proving Ground (WSPG; later White Sands Missile Range). The White Sands post-war rocket program was moved across the country from Topsail Island off the coast of North Carolina, where Project Bumblebee rockets captured from the Germans were launched over the Atlantic Ocean.

Fishermen near Topsail Island complained that their fishing lanes were

being pushed farther out to sea as Project Bumblebee, run under the guise of a John Hopkins University research project, was developing longer-range missiles with higher accuracy. The U.S. government decided to move the range to the restricted area in New Mexico, extending through the center of state from the southern end near El Paso, Texas, and Ft. Bliss, to an area north of Socorro, New Mexico.

At the war's end, the military was concerned about agents of the Soviet Union who had infiltrated American society and who wanted to know the extent of American discoveries in atomic energy and missile technology. The Cold War had begun. At the northern end of White Sands Missile Range was a section of desert hidden between two mountain ranges that had been picked by the Atomic Energy Commission for the test of the first nuclear weapon July 16, 1945.

Just about every small town in New Mexico has a military story to tell. Roswell was home to the 509th bomber group that dropped the atomic bomb on Hiroshima, ending the war in the Pacific and securing victory for America. Just south of Albuquerque, Sandia National Labs was working on parts of the Manhattan Project as well. The Soviet Union was in an all-out arms race with the United States of America for dominance in Europe and the rest of the free world.

Without fanfare or publicity, Las Cruces, New Mexico, became home to more than 200 German scientists who were imported from Germany after the war and who helped the United States with the V-2 rocket program, and other technologies including jet aircraft research. The Germans had, of course, introduced the first operational jet fighter, the ME-262, in 1943. It was described as sluggish and very thirsty for fuel, but it was nonetheless an operational fighter jet that outperformed Allied fighters.

Prototype aircraft were soon to be streaking through the skies over New Mexico along with V-2 rockets, the so-called Vergeltungs-2 or Vengeance 2s that we had captured from the Germans. Carrizozo was the final stop by rail for the large, captured German rockets that were off-loaded and trucked down to White Sands to be dissected by military experts as well civilian engineers and the German scientists who came to New Mexico under the secret project code name Operation Paperclip. The railroad yard in Carrizozo was outfitted with a huge platform to handle the large payloads of these V-2 rockets. These platforms were still in existence in 2010 when Frank Thayer visited them, but were in the process of being removed at that time.

In another secret project, early powerful radar was being installed in the state to protect military and research installations from the growing threat of the Soviet Union, once our ally during WWII. At stake was nothing less than world domination. Our main concern as a country was how much technology the Soviets had captured when they invaded Germany compared with what we brought back after the German surrender.

Beginning with the Manhattan Project, located at the old Boy's School and summer camp in Los Alamos, just north of Santa Fe, Los Alamos employed approximately 10,000 people at its peak in the middle of World War II, all of whom were feverishly working to invent the atomic bomb. The area was so secret that even getting to Los Alamos was a difficult task. Everyone who worked there had the same post office box number in Santa Fe, and every child born to parents working at Los Alamos National Laboratory during these years has listed the same post office box on her or his birth certificate. To the public, Los Alamos did not exist.

Roads in New Mexico were not as they are today. Some of the roads leading from Los Alamos to White Sands Proving Ground were shown as "unimproved" on maps, meaning they were hard-packed sand, mud, or gravel. East–West Interstate 40 and North–South Interstate 25 were not completed until the 1960s.

In the early 1940s, the world's best scientists worked on the Manhattan Project building the first nuclear weapon. Sandia National Laboratories, and other facilities, were working 24 hours a day in a tireless effort to win the war.

After the war, New Mexico was busier than ever. Operation Paperclip and the Manhattan Project were both Top Secret as the two projects were tied together. Operation Paperclip began on July 19, 1945, as Operation Overcast but was changed to Operation Paperclip in March 1946. The German scientists modifying the V-2 rockets were, in fact, building the first true ballistic missile that could, with a few refinements, carry a warhead much greater than those carried by the original rockets that rained down on London and Antwerp.

Because skeptics have claimed that flying saucers were actually secret German disc-shaped craft captured by the Americans and brought back to New Mexico for testing, it is important to understand the scope of Operation Paperclip. The United States knew that the next war or military standoff was going to be with the Soviet Union. Warning of this came from every direction, from General George Patton to the German scientists who defected from Germany prior to WWII or were found as the Americans closed in on the

German borders. The premise of Operation Paperclip was established when the German scientist, or military officer, was interviewed by our intelligence agency, the OSS (later called the CIA), and British intelligence agents; a paperclip was attached to an index card containing the information the person had volunteered during his interrogation. A paperclip attached to the file card meant that the German was to be sent to the United States, where he would work for the Americans. Those without paperclips were sometimes turned over to British or U.S. intelligence officers for execution, usually by means of a 9mm bullet to the back of the head. The executioners often chose the standard German sidearm, the Walther P-38, to serve as the instrument of poetic justice.

German scientists were sent to Las Cruces, entering the United States through Juárez, Mexico, on the border with El Paso, and many of them lived in a section of Las Cruces adjoining the town's historic district. They were given room, board, and a job working with the rocket program at White Sands, just over the scenic Organ Mountains east of town. Even today, Las Cruces serves as the bedroom community for many White Sands Missile Range employees.

Some of these German scientists were household names to me (Scott) as I grew up: Dr. Werner von Braun (rocket research), Arthur Rudolph (rocket research), and Hubertus Strughold (medicine and medical), whose work helped the United States with the space race and later landing a man on the moon. Advances in aerodynamics, synthetic fuels, and space medicine were the yield from this community of German scientists, who were disciplined and hardworking. They were blended with the best scientists the United States could bring to the table, as well as the best civilian engineers and scientists from private industry.

These Germans were sworn to secrecy and, though they were not U.S. citizens at the time, they worked on highly classified projects. The desert terrain of New Mexico was a far cry from the mountains of Germany, but it provided a much better life than that of the Soviet gulags and winters in Siberia.

The German scientists were put to work on their own V-2 rocket design, originally an unguided missile that was "fire and forget." The V-2 was essentially a terror weapon designed to break the morale of the British population as V-2s dropped silently from the sky and exploded. The United States wanted to refine these rockets with advanced guidance systems that would eventually give them point blank accuracy, be essential components in both intercontinental ballistic nuclear missiles, and advance our capabilities in

the early years of the space race, which would determine whether the United States or the Soviet Union would dominate outer space.

By 1945 the military presence was substantial in New Mexico, a state with a population at that time of less than 575,000 people, though it was the fifth largest state by area. Military police outnumbered civilian police by a ratio of 10:1. Contrasted to 258 civilian officers, to include the state police, county sheriffs, and local city police, there were 2,576 military police keeping prying eyes away from America's best-kept secrets.[1] The military bases in New Mexico in this time frame included Roswell Army Air Field (renamed Walker Air Force Base in 1948), Kirtland Army Air Field, Alamogordo Army Air Field (later Holloman Air Force Base), White Sands Proving Ground, Sandia National Laboratory, and Los Alamos National Laboratory, just to name a few.

Roswell Army Air Field was the repository of our arsenal of nuclear weapons and bombers that could be delivered anywhere in the world. Kirtland Army Air Field was a large fighter base as well as home of the Eighth Air Force. Alamogordo was a large fighter-training base. White Sands Proving Ground was working on rocket and missile technology. Sandia National Laboratory was refining the "proximity fuse" and doing research in the military application of high energy. Los Alamos National Laboratory was pumping out nuclear weapons technology and still building nuclear warheads for our use. Advanced radar was being built faster than ever to protect these important locations from Soviet attack, whether those attacks came from hostile military action or through espionage. Restricted air space in New Mexico was and is more common than anywhere else in the country.

In other words, a lot of Top Secret, Secret, Classified, and Restricted work was going on at the time. When a country starts to detonate nuclear weapons in a remote part of the desert, this must look pretty spectacular from space. At this time New Mexico began to get a lot of attention from somewhere, but I (Scott) don't think its full implication was known at first.

Flying saucer reports started pouring in from all over the state—reports of objects streaking across the sky faster than any aircraft we knew about, even though the United States had some new aircraft that approached the speed of sound, and our own military were firing rockets high into the stratosphere.

Thanks to the research of J. Andrew Kissner, concerning his investigation into secret activities in New Mexico from WWII up until the Aztec Incident in 1948, we found that strange things were happening around New Mexico, especially near military bases and proving grounds. Kissner's unpublished

1994 work, “Peculiar Phenomena,” reveals some interesting facts that relate to the Aztec Incident. Kissner, who served in the New Mexico Legislature (R–Doña Ana), subsequently worked with U.S. Representative Steven Schiff (R–NM) during Schiff’s 1990s investigation into the Roswell UFO crash.

At a time when captured V-2 rockets launched from White Sands Proving Ground from Complex 33 and sped to altitudes of 40 to 80 miles above the earth, one such V-2 launch went wrong on May 15, 1947. WSPG commander Lieutenant Colonel Harold Turner was at a loss to explain the accident. Kissner describes the V-2 rocket as achieving an altitude of 40 miles when, amazingly, another object appeared next to the ascending missile. The V-2 suddenly changed course, tracking to the northeast toward the town of Alamogordo.

According to Kissner, the flying disc followed the V-2 until launch command detonated the missile five-and-a-half minutes into the flight. This was less than two months before the famous Roswell flying disc recovery. Turner actually talked to the press and referred to this errant V-2 as peculiar phenomena, and he was replaced as base commander on July 15, 1947, only days after the Roswell flying disc incident.

Kissner wrote that Turner was a “very bright, hand picked man for the job of running White Sands Proving Ground. He had been selected by the Joint Chiefs of Staff to head the proving grounds before the Trinity test!”[2] Indeed, Turner was part of the Manhattan Project, and his only fault was talking to the press about one of those “flying discs” that ruined his test on May 15, 1947. The next V-2 rocket launch was May 29, 1947, when another V-2 launch went awry, crashing just outside of Juárez, Mexico.

Kissner also investigated the Carrizozo crash of a P-80 jet fighter directly into the town of Carrizozo. According to Kissner, on Tuesday July 15, 1947, a P-80 Shooting Star jet fighter landed on a remote, straight stretch of Highway 380, 25 miles southwest of the Corona flying disc crash site, at the small community of Carrizozo near the northeastern corner of WSPG. This was at the same time that the U.S. Army and Navy were packing up the flying disc debris from Roswell and loading four alien bodies on Army B-29s and C-54 transports.

Kissner wrote: “The P- 80 waited at Carrizozo. Its mission, although secret to this day, was to provide air cover for the recovery operation. This was necessary in the event that another flying disc appeared and attempted to impede elements of the recovery T- Force. Perhaps a disc would attempt to

retrieve the bodies of the crash disc's dead crewmembers."

That fighter was not based at Alamogordo Air Field but came out of March Field, California. Aircraft based at a distance from the site of a possible engagement was a common security precaution. The result avoided the possibility of pilots comparing notes, which aided compartmentalization in the retention of secrecy.

The Kissner text describes in detail how the P-80 waited for two and a half days in Carrizozo. It sat next to Highway 380 and was apparently fueled by, "a U.S. Army tank truck driven to Carrizozo from Ft. Bliss—not Alamogordo Army Air Field that was closer by 65 miles." Though The El Paso Times, quoting U.S. Army sources, reported that the plane had refueled at the Carrizozo Airport, the town's airport, even in 1996, still did not offer jet fuel. The Army's story was that the fighter ran low on fuel in a rainstorm. Other military aircraft also landed on the highway or at Carrizozo's dirt air strip in mid-July 1947. All of this activity was less than 25 miles from the Roswell flying disc crash site southeast of Corona.

As Kissner describes, on the afternoon of July 18, 1947, Captain Floyd G. Soule of Riverside, California, guided his P-80 onto the center of Highway 380 and pushed his General Electric J-33 engine toward its maximum thrust and released the parking brake. Everything was fine. He accelerated to 120 miles per hour and pulled back on the stick. The plane lifted off the roadway to an altitude of 100 feet but no more. It was suddenly too late. Kissner wrote, "The fighter veered violently to the right, nose down. An eyewitness reported that the airplane was flying very fast and without any observable or explainable cause simply rolled over."

The jet fighter flew directly into the Monte Vista gas station on the southwest corner of State Route 54 and Highway 380. The airplane and the gas station exploded in a fireball simultaneously, killing Captain Soule. It also killed Joe Hunter Drake, 25, of Carrizozo, and critically injured Glenn Davis, his 6-year-old nephew from Ancho, New Mexico, as well as Joe Philips, 28, of Carrizozo. The dead and injured were ferried to Ft. Bliss aboard C-47 transport aircraft.

Kissner's summary leaves the reader to wonder: "No one to this day has associated this tragedy with the recovery operation of a flying disc 25 miles northeast of Carrizozo at the same time. To a P-80 that distance could be covered in 30 seconds." No association was made to the Roswell disc crash because the story had been quashed. The P-80 disaster was only reported in

three newspapers in July 1947.

It is also our opinion that the P-80 was not stranded near Carrizozo because it had run out of fuel; the plane had been on Highway 380 for several days, and it was refueled and serviced by military personnel, waiting for its next mission to fly either as protection for the military as they were removing the Roswell debris or waiting for another flying saucer that could be shot down or filmed with gun cameras.

At about the same time, a part-time police officer for Cuba, New Mexico, was witnessing strange occurrences in the nighttime skies over his town. Manuel Sandoval worked full time for the Southern Union Gas Company and patrolled the pipeline that ran from the backside of Los Alamos to Lybrook, New Mexico. His security job during the day was to patrol the gas line, mainly looking to make sure it was safe and that no one was tapping the line illegally, a common occurrence at the time. After a long and hard day driving his new black 1947 Mormon-Harrington four-wheel-drive pickup truck over the rough terrain, he would drive into town and work part time as a patrol officer for the Cuba Police. For that job, he carried the title of deputy sheriff.

Sandoval was taking the place of Sam Sambrano, who had been promoted to sheriff. Sandoval wore a badge but never a uniform, and he sometimes patrolled in a black sedan that was the property of the town of Cuba or in his own Mormon-Harrington pickup. He had some pretty big boots to fill, as Sam Sambrano was very well liked and respected. Sam was a tough cop who once put the town jail on Main Street of Cuba to deter lawbreakers; that "jail" was no more than a steel cage on the street, open to the weather. Anyone caught rustling cattle, robbing a house, or just being a nuisance could end up in this outdoor animal cage that built a reputation for Cuba and its population less than 1,000. Sam was an old gunslinger who walked so pigeon-toed that locals wondered how he walked at all.

Sandoval's evenings were routine, watching for speeders along highway 44 that connected Bernalillo to Farmington. Some nights, Sandoval took a break, meeting highway patrolman Andy Andrews for coffee and pie at the hotel in Cuba. Andrews was from the Farmington area, and his patrol took him on several routes, but he normally patrolled U.S. Highway 44 from the Blanco and Bloomfield area south toward Cuba. Cuba was a little out of Andrews's territory, but meeting Sandoval for coffee and pie had become a routine both had come accustomed to in that sparsely populated area. Andrews even had a permanent room at the hotel, room number 1, in case his patrol was over too

late or the weather on the continental divide was too bad for the trip back to Farmington.

Many a late night was spent as Sandoval and Andrews swapped stories of their adventures. By 1947, the topic of traffic control on Highway 44 had taken a back seat to what they were seeing in the New Mexico skies. Both had experienced unusual sightings in the night sky and had simply shrugged them off as some type of military testing either to the northeast near Los Alamos or possibly from the southeast near Kirtland. Sightings of fast, bright, and low lights, green orbs, and fireballs were becoming commonplace for the officers. Although both men had seen them, neither tried to explain them.

One night, Johnny Hernandez, the Cuba hotel and café owner, saw something strange in the evening sky, and he recalled that his police officer friends had seen similar things. As Johnny left Regina, New Mexico, with a truck load of logs, he made the turn onto Highway 44 for the desolate ride back to Cuba. He saw a bright green light fast approaching his truck. The object seemed to come from the west and turn slightly toward the south—then it turned sharply to the north, passing over Johnny's truck at a tremendous speed. The object, as Johnny recounted, made no noise whatsoever as it flew over his truck and headed toward Taylor Mountain.[3]

Johnny told Suzanne and I (Scott) about this event in August 2008 when we visited him at his home in Cuba. Johnny told us he contacted Kirtland Air Force Base, where his father was a USAF Colonel. His father told him that others were reporting a similar object and somebody would contact him.

A day or so after Johnny Hernandez saw the green light, Manuel and Andy were seeing these objects again during their night patrols from Cuba to Farmington as objects flashed through the night skies, close to the canyons, accelerating to high speeds. At times the objects acted as though they did not care that they were being observed. Within the fireballs and green balls of light now and then, observers began to make out shapes in the lights, and structured objects could be seen when the "lights" flew slower and closer to the ground. When Andrews and Sandoval met, their conversations were then centered on the objects and lights they were seeing at night and which sometimes appeared even during the day. Andrews described structures, such as what he described as portholes and what looked to be navigational lights, or controlled lights such as spotlights that seemed to scan the desert floor.

The objects Manuel was seeing were mainly west of Los Alamos up to Lybrook. Both agreed that these objects were "structured craft," as they called

them. Both of these officers had very wide areas of responsibility to cover during their shifts.

About 60 miles away at Los Alamos National Laboratory, the laboratory police and security were seeing green balls of light that came up the mountain at a high rate of speed, flew low over the Top Secret facility, and then shot off into the night. These objects never seemed to be consistent in the direction of their appearance or disappearance. The security teams were at a loss to explain what they were seeing. Many meetings were convened to try to determine what these sightings were. Meetings about the green fireballs were held at the National Laboratory, once a home for the Manhattan Project and then being buzzed by unknown objects breaching their inviolate air space.

Enter now Dr. Lincoln LaPaz, of the astronomy department at the University of New Mexico (UNM). LaPaz was familiar with the green fireballs that were traversing the skies over Los Alamos and over the atomic facilities at Oak Ridge National Laboratory north of Knoxville, Tennessee. Both of these laboratories were reporting the same strange events on a regular basis, and LaPaz was brought in to discover what they were. LaPaz, director of the Institute of Meteoritics at the University of New Mexico, was under contract with the Air Force to investigate the green fireballs. Were these phenomena meteorological in nature? Were they rockets or aircraft being test-flown from another country over our secret facilities, or were they the flying saucers that everyone including the military was talking about?

LaPaz was sent to Cuba, New Mexico, by the Air Force to interview Johnny Hernandez about his sighting. He arrived in Cuba with two Air Force officers and held a small-town meeting to hear what people were reporting. LaPaz then left with the Air Force officers in a vehicle and drove off into the desert. When they returned a few days later, they convened another town meeting and displayed rocks they had found west of Cuba. LaPaz explained that the rocks he held in his hand were proof that the residents of Cuba had seen only meteors. According to Johnny, nobody was impressed with or persuaded by the explanation.

Johnny Hernandez told us that when LaPaz interviewed Manuel Sandoval and Andy Andrews, the two policemen were not easily impressed or convinced. Johnny remembers that one of the two officers “almost came over the table at LaPaz” at one point. Andy then reminded LaPaz that he had seen “a structured craft, moving slowly, changing directions, and it had lights.” Manuel remarked that the objects he had seen were very similar, and that they changed

directions, had portholes, and had lights, and both men claimed the craft "navigated the canyons." This strange encounter with the UNM academic only increased their interest, and they were certainly not done seeing strange objects in the sky over New Mexico.

October 30, 1947, was a spectacular night for sky watchers in New Mexico, as a huge meteor was seen over the Four Corners area. Mr. and Mrs. C. Weaver lived in a desert area farmhouse on the reservation near where the meteor landed. Having no radio or newspaper, the couple placed no great importance to the sighting until their story spread to people back in town. It was not until August 1948 that people showed up in the Weavers' front yard to question them about the meteor: its direction, size, brightness, and so forth. As Mrs. Weaver would later describe to a Texas newspaper, "Internationally known experts who were present that day at our home, approached me and told me that it was no meteorite, but a guided object, probably from the military establishment of a foreign power. There seemed considerable agreement among the scientists and the military men on this point."[4] Why did it take the military or some faction of the government to wait until the following year to show up and interview the family about an object that might have been sent from a hostile government here on earth?

H.H. Nininger, who owned a meteorite museum near Winslow, Arizona, did some research at that time, trying to locate the meteorite or parts of it for his museum. He told Suzanne and me (Scott) that witnesses reported the object as landing or crashing south to southwest of the Four Corners on the Arizona side of the border.[5] Although Nininger never did find a piece, he said the meteor sighting was spectacular as well as documented. Nininger had limited resources for searching the area, and he relied on fellow meteorite hunters and a few locals who joined in to search on his behalf. If Nininger's theory and calculations are correct, the object fell 60 miles west of Aztec. Because the object was not bright and did not travel over the town of Aztec, we can rule out the possibility that the Aztec crash story was a mistaken meteorite that landed on a mesa in Hart Canyon.

By February 18, 1948, another spectacular meteor was about to pass over the Four Corners area. This meteorite was known as the Norton Meteor, as it landed in Norton, Kansas. The meteor was so spectacular it made the news wire across the United States that night. It passed right over Farmington and Aztec and lit up the sky, according to witnesses. The meteorite created a crater 39 inches by 18 inches, and was recovered by Dr. LaPaz. It was seen by many

people in the Four Corners area and was the talk of many people.

Martin Pacheco, who lived in the town of Blanco, just south of Aztec, recalled that the meteor had "swooped" over the town of Aztec in February 1948.[6] Pacheco claimed that the event was so scary to many local residents, ranchers, and farmers in the Blanco, Bloomfield, and Aztec area that Father Albert Baeger held religious services for his parishioners to calm fear among the people. Some locals apparently feared it was the end of the world. Pacheco remembered that the meteor did not fall straight down, but "took a curved jump and then disappeared."

So it appears that LaPaz was very busy in New Mexico during this time, as well as traveling to other parts of the country where he was investigating bright meteors, fireballs, or green orbs. LaPaz had a remarkable team with him or available to him at all times. His appearance in the Farmington area on another meteor sighting had him "with boots on the ground" within hours. His response was remarkably efficient, and I (Scott) speculate that, if LaPaz was in Albuquerque near UNM where he worked, he got to the Farmington area very quickly, considering it was a three- to four-hour drive to the Four Corners. In a 1948 newspaper is a statement that LaPaz had radio equipped cars at his disposal for tracking these meteorites.

By February 1949, the green fireballs still sped over New Mexico and the Southwest, apparently upsetting both the military and the national laboratories where secret projects were underway.

We have copies of a secret report from a meeting on February 16, 1949, to give the reader a snapshot of what was going on behind closed doors. This meeting took place at Los Alamos National Laboratory. It gives us an understanding of how seriously authorities regarded flying saucer reports and how LaPaz explained the fireball phenomena in 1948.

New Mexico and the military were very busy in 1947/1948 trying to figure out what the green fireballs were, as well as sorting out reports of large metal discs being seen in the skies. Flying saucer reports were coming in from everywhere. Commercial pilots, military pilots, law enforcement people on the ground, and carefully trained observers working at classified sites were reporting them as well. As stated earlier in this book, a large portion of the skies over New Mexico were under government control, either restricting or tightly controlling most commercial or private air traffic.

Donald Keyhoe's 1950 book, The Flying Saucers Are Real, includes a

discussion of the Air Force report on their 1949 Project Saucer. Keyhoe comments that, in case after case, the use of the planet Venus, weather balloons, and meteors, to explain the flood of flying saucer sightings, repeatedly through the use of the phrase "can be explained away," reveals the true motive for their investigations.[7]

These dismissals included the case of Air Force F-51 fighter pilot Thomas Mantell, whose plane crashed in Kentucky on January 7, 1948, as he zoomed toward a silvery disc of "tremendous" size before his plane was torn apart, killing him.[8] The Air Force closed the case, saying that the experienced combat pilot was "chasing the planet Venus" in the middle of the day.[9]

Dr. LaPaz was charged with the same mission: to explain away the green fireballs and mysterious lights over secret New Mexico installations. The secrets were successfully kept.

9

Aztec Researchers William Steinman and Chris Evans: Their Books and Their Lives

> "These scientists were completely stricken with awe as they examined the exterior of this amazing aeroform of unknown origin."
>
> —William Steinman, 1986[1]

It was a hot Monday, the last day of the Fourth of July weekend in 1982, when a man stepped down from a plane at the Durango, Colorado, airfield and rented a car. His destination was Aztec, New Mexico, and he was beginning his personal investigation into an event that would have changed history had the public had been told the truth about flying saucers in 1948.

Just as the Roswell Incident of 1947 was buried under disinformation for 30 years, so, too, was the revelation of the 1948 Aztec Incident first written about by Frank Scully in 1950 and suppressed by a similar campaign of the U.S. government and selected handmaidens in the private sector. The lid to Roswell was first pried open by Stanton Friedman, along with authors William Moore and Don Berliner, but the pioneer researcher who rediscovered the truth of Aztec, 30 years after Scully, was William Steinman.

Of course, incontrovertible proof, with the testimony of living witnesses who actually saw and touched the saucer in 1948, was finally published in the 2012 book The Aztec Incident: Recovery at Hart Canyon. The truth of the Aztec Incident rests on the firm foundation of three researchers: Frank Scully, 1950; William Steinman, 1986; and Scott Ramsey et al., 2012—and now with Scott and Suzanne Ramsey and Frank Thayer in this book.

Frank Scully and his 1950 book, Behind the Flying Saucers, has already been discussed in this book. The 2012 book by Scott and Suzanne Ramsey,

Frank Thayer, and Frank Warren completed the proof of Aztec beyond a reasonable doubt. Yet a need remains to pay tribute to the importance of William Steinman and his 1986 book, UFO Crash at Aztec: A Well-Kept Secret.

As described elsewhere in this book, when Scott first heard about the crash site at Aztec in 1986, he had never heard of Frank Scully or Bill Steinman. He was visiting the Four Corners area of New Mexico in 1986 as part of his nationwide business, selling electrical wire for industrial uses. Scott became curious when he heard local residents mention "the old crash site." It was only sometime after his curiosity was aroused that Scott discovered both Scully's and Steinman's books.

Coauthor Frank Thayer is a native New Mexican who also has interest in New Mexico's history of flying saucer events. He read extensively about the Roswell Incident in the years after 1980 and had heard stories about an Aztec flying saucer, but he discounted it as little more than folklore, perhaps related to the Roswell story. Thayer describes himself as a thorough Roswell scholar; however, he did not know about Scully's original book that dated from the dawning of the flying saucer era, and he did not discover Steinman's book until 2006. That book itself was indeed a well-kept secret.

There are peculiar similarities to the now-famous Roswell Incident and the Aztec Incident. Both have turned out to be real recoveries of extraterrestrial vehicles, and the facts supporting both were systematically and relentlessly suppressed or obfuscated by the U.S. military. Roswell was a one-day story in July 1947 and completely erased from public knowledge until 1978, when top researcher Stanton Friedman by chance crossed paths with former U.S. Army Air Force Intelligence Officer Jesse Marcel in Houma, Louisiana, thus leading to the 1980 book by Charles Berlitz and William Moore, The Roswell Incident.

Today, only those who have not read the mountain of published research on Roswell, and interviews with close to 600 witnesses, can claim that it was anything other than the recovery of an extraterrestrial flying saucer and occupants.

Aztec was better contained and silenced by the military than Roswell, but the evidence for the event has now been published and proved beyond a reasonable doubt. It all began with Frank Scully's best-selling book in 1950, and the reader has already read how the biggest story of 1950 was called into question by relentless character assassination and disinformation in the

following two years. Where Roswell was suppressed by naked death threats, bribery, and enforced oaths of silence, Aztec required different tactics, though the military was just as ruthless later in trying to destroy Scully's reputation and that of every person even tangentially connected with the story. Bribes in return for silence were also likely in the Aztec case, as Scott has suggested in his research. He reveals in this book the circumstantial evidence for the statistically improbable affluence of every person listed as having been on the mesa that March 1948 morning. Scott also discovered that many of those who saw the Aztec saucer were sworn to silence, even forbidden to discuss it with their families until their tongues were loosened by time and extreme age.

After the 1953 fraud trial of Silas Newton and Leo GeBauer in Denver, Colorado, Aztec was loudly and broadly branded as a hoax—a label based upon fallacious logic that lasted more than 30 years. A dedicated and curious man flew to Durango, Colorado, and drove south to the town of Aztec in his first visit to New Mexico to find out for himself what really happened there.

William "Bill" Steinman was born on July 11, 1943, in Los Angeles, and raised in Downey, California. He attended Cerritos State College in Norwalk and spent two years in the U.S. Army, stationed at the Defense Intelligence Language Institute. After his military duty ended, he found himself working as a quality assurance and analysis technician in the aerospace industry for more than 14 years. His professional concentration was in high strength, lightweight metallurgical designs. He wrote that he first became interested in UFOs when he found a copy of Frank Scully's book Behind the Flying Saucers in a used bookstore in 1981. The book so impressed him that he spent next five years devoting his spare time to the intensive research leading to his memorable book. That book would have serious consequences for him.

In 1981, Steinman set out to investigate the Frank Scully story. What he discovered changed his worldview, and the proof he found was persuasive. His 625-page hardbound book was published at considerable expense in 1986 by his coauthor Wendelle C. Stevens and was destined to be almost unknown for another two decades. Steinman's book describes his odyssey in great detail, and his dedication to the quest is an example to anyone who is looking for the truth.

In his own account, Steinman says that he flew in to the Durango airport on July 5, 1982, and went into Aztec the long way, via New Mexico 173 instead of the U.S. 550 route that goes almost straight south. He said he was not aware at the time that the military/scientific team in 1948 would have landed at the

Durango airport to organize a convoy south from Camp Hale to Aztec for the recovery.

He wrote that his first stop in town was at the office of the newspaper, where he said he searched the archives fruitlessly and placed an ad in the paper seeking information about the flying saucer incident. The ad generated zero responses. On the same day, by chance, he stopped at a yard sale while touring the town; that yard belonged to Harvey and Vivian Melton, who knew where the crash site was, having taken another fellow out there in 1975.

Though certainly not the first person to visit the crash site, Steinman was probably one of the first serious researchers to walk every inch at the top of that mesa. Others who had pinpointed the site included a Florida college instructor named Robert Spencer Carr, and others, including Richard Miller and Raymond Meier. As discussed elsewhere in this book, another visitor to the crash site was Dr. Roy Craig, who expressed skepticism in public about the Aztec crash, perhaps because of his membership on the notorious Condon Committee, the purpose of which was specifically designed to debunk all UFO sightings. Prior to Craig's death, he said in an interview with Scott Ramsey that he wished the Condon committee had looked into "real cases like Aztec," and revealing that Craig had visited the crash site "several dozen times" (authors' emphasis).[2]

In the two hours Steinman spent on Hart Canyon Mesa in July 1982, he found a number of unusual artifacts seemingly related to a construction project and other buried items that were possibly connected to a military presence on the mesa at some time. Though not necessarily exclusive to a craft landing on the mesa, Steinman found charred rocks, scrapes on the bedrock, and some old flattened trees and scrub.

It is not apparent in the 21st century, but when Steinman walked to the top of Hart Canyon Mesa, it was fenced off, with "No Trespassing" signs affixed to the barbed wire. Today the top of the mesa is visited regularly by hikers, bicyclists, and certainly occasional tourists, and the old fence has deteriorated and is mostly non-existent. Though not described as private property today, the location is officially controlled by the Bureau of Land Management.

Scott has praised Steinman, saying that he did what so few before him had done: travel to Aztec and begin a search for the story on the ground. Scott would do the same thing beginning in 1987, not even knowing of Steinman's work when he began to seriously interview residents and to visit the crash site more times than he can count.

Because he was starting from scratch, with only the Frank Scully story as a foundation, Steinman roved the Aztec area, reaching the conclusion that local residents did not see the saucer on the mesa and that the military had arrived much more quickly than it actually did. The witness Steinman found was one of the first people he encountered at random: Valentin Archuleta, introduced in Chapter 1 of this book and identified only by initials in Steinman's book. What a witness he was. At his ranch close to Blanco, New Mexico, Archuleta told Steinman that he saw the saucer in the early morning pass close over his house, wobbling in obvious difficulty, and that he saw it strike a cliff above the Navajo River, "shooting sparks and rocks," before making a turn and proceeding straight north. That direction was in line with Hart Canyon.[3]

Archuleta also told Steinman that he had placed a long-distance call to the "military [Kirtland AFB] in Albuquerque," and Scott confirmed that Archuleta kept the phone bill for that call in the years since 1948. This is doubly remarkable, as long distance calls were expensive in 1948, and private telephones were also very uncommon in rural New Mexico at that time.

Steinman's fortunate contact with Archuleta was enhanced in an interview later that same day with the man's daughter who expanded on local stories and rumors about the saucer incident. She confirmed to him the story about "12–14 bodies" found in the craft. She also pointed out, according to Steinman, how Hart Canyon Mesa could be seen in the distance from the Archuleta ranch. This does not appear to be literally possible, but perhaps was figurative. As a footnote, Archuleta said he was never approached by anybody seeking his silence or debriefing the sighting.

At the end of his visit to Aztec, Steinman capped it by following directions to the ranch of scientist Roy Craig, where Craig was extensively interviewed. Craig was also interviewed by Scott at his south Colorado property, but Steinman found him first. Readers may recognize Craig as a member of the USAF–sponsored Condon Committee, the job of which was to debunk all flying saucer claims. Craig told Steinman that the committee's job was to "get the Air Force 'off the hook'."

Yet, Steinman discovered Craig to be very interested in the field of study and, though he told Steinman that he doubted the Aztec case, he had visited the crash site. Ramsey later found that Craig made many visits to Hart Canyon Mesa. Steinman found Craig to be very open to the idea of flying saucers and called the Air Force whitewash into question.

Using Behind the Flying Saucers as his guide, Steinman also found Denver radio advertising executive George Koehler, who confirmed to him the flying saucer story and who told him in no uncertain terms that he did not want to get re-involved with flying saucers in any sense after he was grilled by AFOSI (the Air Force Office of Special Investigations) in 1950. (See Chapter 12.) Of course Koehler helped to engineer the famous 1950 University of Denver lecture on flying saucers by Silas Newton that formed the foundation for Scully's best-seller. Readers are fortunate to have access to the entire transcript of the Koehler interrogation. (See Chapter 12.) Koehler also tape-recorded most of Newton's lecture, and that tape has survived.

One of Steinman's most important contributions was locating U.S. scientist William Sarbacher to affirm the now-famous revelations made by Canadian scientist Wilbert Smith. Smith, who, as senior radio engineer for the Canadian Department of Transport in Ottawa, on November 21, 1950, sent a "Confidential" internal memorandum to his supervisor, C.P. Edwards, entitled "Geo-Magnetics"; it was never intended to become public information. The document was uncovered by former RCAF member and Canadian flying saucer researcher Arthur Bray. Steinman records that the document was originally "Top Secret" but was downgraded to "Confidential" with the stipulation: "It should never be released to the public." Points made in the document were specific:

» The matter (flying saucers, ed.) is the most highly classified subject in the United States Government, rating higher even than the H-bomb.

» Flying saucers exist.

» Their modus operandi is unknown but concentrated effort is being made by a small group headed by Doctor Vannevar Bush.

» The entire matter is considered by the United States authorities to be of tremendous significance.

Steinman reproduced the Smith memorandum in Chapter VIII of his now-scarce book, and Smith introduces the previous points with the remarks: "While in Washington attending the MARB Conference, two books were released, one titled 'Behind the Flying Saucers' by Frank Scully, and the other 'The Flying Saucers are Real' by Donald Keyhoe…."[4] The memo goes on to link the magnetic method of saucer propulsion described by Scully with the

proposal for continuing geomagnetic research in Canada and the United States.

As a researcher, Steinman sought to validate Smith's work, and discovered his connection with Dr. Robert I. Sarbacher, the dean of the Graduate School at Georgia Tech and a consultant to the U.S. government's Research and Development Board. Arthur Bray sent Steinman a transcript of an interview between Smith and Sarbacher. The comment bearing on Aztec is the following:

Wilbert Smith:	I have read Scully's book on the saucers and I would like to know how much of it is true.
Robert Sarbacher:	The facts reported in the book are substantially correct.

Steinman made it his work to verify the comment and expand upon Sarbacher's knowledge. Beginning in May 1983, Steinman searched for Sarbacher, then wrote and phoned him before finally getting a reply, dated November 29, 1983. Sarbacher's letter, under the letterhead of the Washington Institute of Technology, was a landmark document in verifying crashed saucer stories. Quoting from Sarbacher's letter: "I still do not know why the high order of classification has been given and why the denial of the existence of these devices."[5]

Sarbacher, who died July 26, 1986, is now well-known to those who have researched the history of flying saucers in the modern era, but it was Steinman who first found him and, through persistence worthy of the best journalistic tradition, encouraged the scientist to confirm the fact that both the Canadian and the American governments had knowledge of the fact of flying saucer recoveries and had done research into their propulsion methods, never to be revealed to the public.

In a time before the internet and electronic documents, the photocopy machine was the greatest enemy of confidentiality, and when Steinman sent a copy of his Sarbacher document in strict confidence to one UFO researcher, copies were suddenly everywhere in the research field within a month. Still, it was Steinman who first located Sarbacher, though the scientist died in the same year as Steinman's book was published.

Steinman wrote that he was ecstatic about the receipt of Sarbacher's letter, and he put his enthusiasm into bold face: **"…the Scully story is true! The United States Government does indeed have crash-recovered flying**

saucers and the bodies of their occupants!"[6]

Sarbacher's letter to Steinman was dated November 29, 1983, and, though it has been widely distributed since, a summary is useful in this chapter. As a consultant, Sarbacher's specific knowledge was limited, but his answers to Steinman's queries served to confirm what Steinman had discovered.

First, Sarbacher said of recovered flying saucers that he had no association with any of the people involved in the recovery and had no knowledge of the dates of such. He named scientists John von Neuman, Vannevar Bush, and even Robert Oppenheimer as probably being involved. He also said he received some official reports when he was in his office in the Pentagon but that the reports could not be removed from the office. This is tantamount to saying that he had at least a Secret clearance, which would govern how much he could reveal, even 33 years later.

His next response should be quoted from his letter:

> About the only thing I remember at this time is that certain materials reported to have come from flying saucer crashes were extremely light and very tough. I am sure our laboratories analyzed them very carefully.
>
> There were reports that instruments or people operating these machines were also of very light weight, sufficient to withstand the tremendous deceleration and acceleration associated with their machinery. I remember in talking with some of the people at the office that I got the impression these "aliens" were constructed like certain insects we have observed one earth, wherein because of the low mass the inertial forces involved in operation of these instruments would be quite low.[7]

Sarbacher's conclusion is evocative and bears repeating: "I still do not know why the high order of classification has been given and why the denial of the existence of these devices."[8]

To show how successful Steinman was in verifying Frank Scully's book, here is Steinman's conclusion about the similarity between the crash site location as written in Scully's 1950 story—Scully never visited the town of Aztec—and Steinman's own findings of the crash site location in his 1986 book:

Crash Location Recorded by Scully		Crash Location Discovered by Steinman	
1.	The crashed disc was found on a ranch	1.	This location is on the C and H Land and Company Ranch
2.	12 miles from Aztec	2.	12 miles from Aztec
3.	The recovery took place on a very rocky, dry, high plateau	3.	This site was on the top of a very rocky, dry, high plateau in scrub canyon country
4.	East of Aztec	4.	Northeast of Aztec (more east than north though)
5.	A substantial recovery effort was undertaken	5.	Evidence of unusual, large-scale activity for such a deserted area
6.	Route directions over roads avoiding Aztec, from Durango Airfield to the crash site were described	6.	Found roads from Durango to the site that avoided Aztec

Though Frank Scully died in 1964, Steinman was able to contact Scully's widow, Alice Scully, and to strike up a friendship with her. According to Steinman, she confirmed the Aztec story as brought to her husband by Silas Newton and scientists who were part of the group of men named "Dr. Gee." Intriguingly, she said she had seen a sheet of black and white contact prints showing the disc on the ground and even one showing several small bodies lying on the ground beside the saucer. Alice always said there were photos taken on the mesa, but they have yet to be discovered by researchers. It should be stressed that in the years since 1948, none of the original sources, including Scully, Newton, and GeBauer, nor members of the Scully family, ever backed off from the veracity of Aztec, no matter what debunkers have tried to claim.

This chapter would not be complete without mentioning Steinman's coauthor and publisher, Wendelle Stevens, a UFO researcher who wrote more

than 50 UFO books before he died in Tucson, Arizona, on September 8, 2010. Though Stevens gave Steinman top billing for the book, Stevens contributed a substantial amount of material.

Stevens was born on January 18, 1923, and served in the Army Air Force during WWII, continuing his military career with the Air Force until his retirement as a lieutenant colonel in October 1963. He is better known as a researcher who worked with the Jim and Coral Lorenzen Aerial Phenomena Research Organization and reported on a number of UFO contact and saucer crash incidents that have not yet been verified in most cases, though the stories are provocative.

Some of the accounts Stevens included took place at White Sands Missile Range. Along with Steinman, he discusses the reports of recovered aliens recorded by Leonard Stringfield, who was devoted to publicizing information about alien bodies recovered by the U.S. government in known flying saucers crash/recovery incidents. Stringfield died in 1994 and was director of Civilian Research, Interplanetary Flying Objects, known to many as CRIFOS.

Probably Stevens's major contribution to the Steinman book was his interviews with an unfortunately unnamed witness who had seen one of the most sought-after UFO documents in recent history: The Grudge/Bluebook Report #13, rumored to be the Above Top Secret/Eyes Only report revealing everything the Air Force knows about UFOs and aliens, and never revealed to the public.

Stevens extracted material from the memory of the anonymous witness, who was then working with the USAF, and that material described the content of the massive report so sensitive that the witness, after being assigned to abstract the document recovered from an East European Bloc country, was deported from a USAF installation in the UK as an undesirable, and separated from the service. Stevens recorded everything the witness remembered from reading this almost-mythical report summarizing what the government knows about flying saucers, from crashes to description of the types of ET humanoids encountered by the military. It is a value-added addition to the Aztec story as reported by Steinman.

Some of the criticism leveled on UFO Crash at Aztec is based upon what Stevens included in the book concerning the Paul Bennewitz case. It was Bennewitz who likely began the story of an underground base 2 1/2 miles northwest of Dulcé, New Mexico, where aliens allegedly worked in collusion with the U.S. military. Because Bennewitz, who died in 2003, was a scientist

with impressive credentials and a successful business, his Dulcé story has been widely distributed and enlarged upon by many devotees, but most conservative researchers have discounted the tale. Television documentaries have perpetuated the story of a seven-level underground alien base there; the authors have certainly visited Dulcé, and Scott has camped atop Archuleta Mesa and has never seen any suggestion of subterranean activity on the mesa. Keep in mind that such an installation would require massive vents and other surface infrastructure to keep people (and aliens) alive underground.

Although peculiar phenomena are common in the Four Corners area, it is difficult to document most of it. As for underground activity, there was a controlled underground nuclear explosion in the area named Gas Buggy that was related to underground oil and gas exploration. Details and artifacts of this event are chronicled at the Aztec Pioneer Museum in downtown Aztec as led by Curator Dale Anderson.

The Bennewitz story has nothing whatsoever to do with the Aztec Incident, and no attempt has ever been made to connect Bennewitz's long account with the original saucer incident on Hart Canyon mesa.

William Steinman now lives in seclusion somewhere in the West, vowing never again to get involved in flying saucer research. It is more than coincidence that he was warned not to pursue an investigation into the Aztec crash and that, when he persisted and published his book, he was fired from his job of 14 years and was subsequently unable to find work anywhere in the aerospace industry.

Steinman has confided that in the years following publication of UFO Crash at Aztec, he was harassed on the phone and that he and his wife had received death threats, something hardly worth the trouble if the Aztec recovery had been only a hoax or a fable. His work on the Aztec Incident opened up new territory in flying saucer research and was a forerunner to the research of Scott Ramsey and company. In the end Steinman's valiant efforts have borne fruit, and Aztec is increasingly accepted by researchers and students as a real event. The book in the hands of readers right now continues to establish a reality that should have been shared with the public 60 years ago but is unlikely to ever be publicly admitted by the U.S. government.

In 1986, Steinman said simply in his book, "If there is something to this flying saucer phenomenon, then the public has a right to know."[9]

Chris B. Evans and the UFO/Alien Mystery

The full story of Aztec would not be complete without examining the life and untimely death of Chris B. Evans, who called Aztec, as a chapter title in his now-scarce 2003 book, Alien Conspiracy: Unraveling the UFO/Alien Mystery, "The Mother of All Alien Crash Tales." Evans came from the Ohio River Valley area of western West Virginia, and in his early life he showed a wide range of talents and achievements from sports in high school to radio broadcast engineering and military electronic systems and robotics design. His natural curious nature as an amateur scientist and inventor eventually turned him to UFO research.

A tall, rangy man with masculine good looks, Evans had an advantage most researchers would envy: He was financially well off. This economic advantage allowed him to travel when he wished, and to spend time researching and writing when he was so inclined.

Evans's curiosity led him to open up the 1947 Maury Island flying saucer story that had lain dormant since Ray Palmer told the story in one of his pulp magazines and coauthored it, as well with Kenneth Arnold in Arnold's personal story The Coming of the Saucers, published by Palmer in 1952.

Evans reprised the Maury Island story, whose substance included a doughnut-shaped saucer spewing slag-like residue down onto a fishing boat patrolling underneath it in the east bay of Maury Island, opposite the city of Tacoma, Washington, on June 21, 1947. According to boat captain Harold Dahl, the saucer vomited the fragments that rained down, heavily damaging his boat and killing his dog.[10]

Researching in the years before History Channel TV documentaries such as UFO Files and UFO Hunters, Evans recounted that the Maury Island occurrence attracted two 4th Air Force Intelligence officers, who flew in to Tacoma from Hamilton Field in California in a new B-25 Mitchell twin-engine bomber and whose plane crashed on its return trip, killing them both. The officers were transporting a box of fragments allegedly dropped from the Maury Island saucer onto the fishing boat.

One of the principals involved in Maury Island was a man named Fred Crisman, whom Arnold had named as the boat captain's "superior officer," and who was probably one of the boat's owners. When Evans came to the case 50 years later, he discovered that Fred Crisman was also involved another case, half a continent away, in 1968, when District Attorney Jim Garrison found the

same Fred Crisman associated with New Orleans businessman Clay Shaw, who was indicted by Garrison with the conspiracy to assassinate President John F. Kennedy in November 1963. Shaw was found "not guilty," but Garrison's 1968 book, On the Trail of the Assassins, as well as a press release from Garrison, labeled Crisman as being engaged in "undercover activities for the military industrial complex," and saying that Crisman was associated with the CIA.[11]

It was Evans who uniquely made the connection between that famous case and Maury Island. Keeping in mind that the CIA was in its infancy in 1947, the question is whether Crisman was working for the government in 1947 or possibly recruited after that time. What is known is that directly after the crash of the B-25, Crisman was whisked away on an Army bomber to Alaska, where he was no longer available for interviews. At that point, he disappeared from the Maury Island mystery. It was presumed by early authors that Crisman was a "reserve officer" and thus could have been available to be employed for disinformation purposes when the Maury Island episode was investigated.

It is important to consider that all of these 1947 events occurred in the context of Arnold's June 24, 1947, sighting of a formation of objects near Mt. Rainier, which is generally considered the event heralding the modern era of flying saucer and UFO sightings.

Evans read widely in his quest for UFO information, and he was next interested in Aztec, a case that had also lain dormant for decades after Frank Scully's 1950 book, Behind the Flying Saucers, and there is no indication that Evans was aware of William Steinman's 1986 book when he was first exploring Scully's story.

The awakening of the 1947 Maury Island case for his 2003 book is an example of the brand of curiosity evinced by Evans, who similarly sought out some of the sources for the Aztec landing, certain that the flying saucer recovery there was intentionally covered up and ridiculed to such an extent that few flying saucer researchers would seriously consider a case that has turned out to be as important as the Roswell Incident to the history of flying saucers in America.

Evans saw similarities in the way the stories of Kenneth Arnold and Frank Scully were debunked and marginalized, and he retold the story from Scully's book, as Steinman did in 1986 and the Ramseys/Thayer/Warren team did in 2012. All of the authors were convinced that Scully's story was completely factual, even though it was tarred with the "hoax" label when the U.S.

government ginned up fraud charges against those it thought had spilled the beans on Aztec, and it used an unemployed journalist to write a hit piece for True Magazine intended to destroy the reputations of Silas Newton and Leo GeBauer (see Chapter 6), but never directly challenged the story in Behind the Flying Saucers.

When Evans found his copy of Scully's almost-forgotten book, he was impressed enough to contact the surviving members of the family, particularly Frank's daughters, Nonny, Moreen, and Pat. Evans's instincts were on target, as the Scully family reinforced the integrity of Silas Newton as well as the story written by their father. Evans apparently was convinced that the attack on Newton and GeBauer was contrived, and he concluded his investigation of Aztec by writing, "Yet he (Scully) may have ultimately won the war against secrecy for everyone through the guise of his book—which is now legendary in the field of ufology."[12] Of course, 20 years ago Scully's book was difficult to find either in first edition Henry Holt & Company hardcover or the Popular Library paperback with its full-color science fiction style cover illustration, all in the era before eBay launched its mammoth online auction site in 1995. Today Scully has even been reprinted in soft cover for those who have yet to read one of the most important books in the history of flying saucer studies.

Evans seems to have established cordial relations with the Scully family, and one of the daughters told him that Frank had, in the 1960s, been very interested in abduction cases, such as the Betty and Barney Hill case, which has been consistently related over the years from The Interrupted Journey by John G. Fuller (1962), and more recently with Captured by Stanton Friedman and Kathleen Marden. He also saw similarities in the way he said the government debunked the Maury Island saucer case and the way the reputations of Newton and GeBauer were attacked in print and in court.

Evans goes into some detail to explain that Scully's mysterious "Dr. Gee" was a composite of as many as eight scientists who worked on the recovered Aztec craft. Of course, Ramsey's longest chapter does the same thing in greater detail in the 2012 book, now in its second edition.

Evans's technical expertise brought him to write in detail about the electronic devices supposedly found in the recovered Aztec saucer—the small "radio" that emitted tones on a regular basis but had no visible power source, and he showed interest in the doodlebug detection device that was being used to find subterranean oil or convict Newton and GeBauer in a Denver district court. In the latter case, the device brought to court was just a surplus device

that was described as something like the device used by Newton to defraud his victims, but not the device itself. Of course, today oil is routinely detected by such equipment, and Newton was ahead of his time in that regard.

Evans interviewed Moreen Scully by telephone to discover more about the character of Silas Newton, and she told him about the flamboyant way the oilman dressed and talked, but never suggested that he was anything other than sincere about flying saucers.

In the very next chapter of his book, Evans wrote, "The Silencers Cometh," and he investigated the 1953 origin of the original Men In Black stories wherein shadowy visitors frightened individuals who had witnessed flying saucers into silence—even if they did not report or publicize their experiences. At that point, Evans was reporting well-known harassment of genuine early UFO researchers whose phones were tapped and who were even sometimes threatened. In his work, and in interviews, Steinman claimed that these agents sometimes did worse things, but Evans showed much interest in government counterintelligence that he said even extended to a compliant press working hand in hand with the government to downplay saucer stories and to marginalize in society anyone who reported such incidents.

As evidenced by his book, Evans pursued Scully's story page by page, as Steinman had done before him and as the current authors have done since that time.

Evans's book goes on to discuss other UFO incidents that are not germane to the topic of the Aztec Incident, and he spends a great deal of his book on the theories of ancient aliens, linking UFOs to the Bible, and discussing in detail an abductee case, but when Evans established Alarm Clock Publishing and published his book as a "limited research edition," his personal story was destined to take a bizarre turn.

During the time when Scott was pursuing the details of the Aztec recovery and had yet to actually organize his mountains of documents into a book, he became acquainted with Chris Evans, and the Ramseys forged a friendship with the West Virginia researcher and author. According to Scott, "We built a good relationship with him, and he [Evans] planned to visit for a three-day weekend to our house to review the research we had done on the Aztec case."

Sadly, Evans's life ended before he reached North Carolina. It is alleged that he jumped to his death off the Interstate 64 bridge west of downtown Charleston, West Virginia, but at the time of this printing, the investigation into his death is still an open case. Chris Evans is still missed as a friend as well

as a researcher.

10

Moving the Craft

> "He said that the Air Force, in wanting to move the ship, decided to dismantle it because it was too big to move otherwise…. After it had been broken down, it was moved to a government testing laboratory and there it remained…."
>
> —Frank Scully, 1950[1]

In recent years, more than one critic has suggested that moving a flying saucer as large as the one allegedly found at Aztec would be a tremendous task. Even though it was reported by author Frank Scully that the craft came apart in sections, with the rugged terrain of Hart Canyon, it would still be a daunting task.

Debunker Karl Pflock said in 2002 that he had done research on the roads in Aztec, and he said the roads were pretty much the same in 2002 as they were in 1948. Karl said he thought that moving a craft 100 feet in diameter would have been easily seen by too many people in 1948. Pflock said that the roads then "would have taken you right through the town of Aztec and then (south) to Bloomfield."[2] It was difficult to argue that point, if in fact the roads were the same as they are today.

The next intelligent question would be: After getting the craft past Aztec and Bloomfield, where was it actually taken?

With Los Alamos close to 160 miles from Hart Canyon Road, would this be a likely destination, or would it be Kirtland Air Force Base? Kirtland is 190–200 miles from Hart Canyon, and the base, even then, housed Sandia National Laboratories. From either place, it could have possibly been transported to Wright Field in Dayton, Ohio, home of the Foreign Technology Division.

Once the craft was past Counselor, New Mexico, the problems associated

with moving the disc were basically over. The roads leading southeast to Kirtland had plenty of "high-wide" clearance, so we authors were only concerned with moving from the mesa on the roads leading out of the Four Corners area. We will discuss the possible destination of the craft in another chapter.

Accepting that the method of moving the craft was an important area of concern, it was decided to enlist the services of an expert in the moving of large loads. Scott called Bill Metzger, who had worked for his father in the mid-1970s. Bill is an expert on moving large objects, and that was what the senior Ramsey did for a living.

We sent Metzger a letter explaining what we were working on, just to see if he had any interest in our project, and he called the day he received the letter to say that he was available for the project. He did caution that he was no fan of UFOs, flying saucers, or whatever they were called.

We did not want anyone, regardless of talent, being pro-saucer, and Bill's scientific mindset was ideal to the investigation. We met in Aztec at the Step Back Inn, a hotel that always housed the speakers for the Aztec UFO Symposium. It is very close to the road leading to the crash site. Metzger and his wife, Pam, chose to travel from Confluence, Pennsylvania, by train because he has a passion for rail transportation.

Metzger has perhaps the ultimate résumé for moving large objects. He worked as an expediter, starting in 1975, meaning that he traveled with shipments, usually by railcar, that were too wide or too high to be moved by conventional means. This process required re-routing rail cars to the tracks that were available to handle "high-wide loads," as they were referred to in the industry. Until his death, Scott Ramsey's father was president of RICA, the Railway Industrial Clearance Association, which monitored movement of large objects and plotted railway clearances. With Metzger's help, he supervised the movement of large transformers, generators, turbines, and bridge pieces.

Metzger is also an accomplished writer and has published articles for several magazines, such as Trains and Classic Trains. He is a monthly contributor to Somerset Magazine and the author of The Great Allegheny Passage Companion. His passion for rail cars and moving large objects has remained with him to this day.

Before the trip, Metzger was sent a copy of Frank Scully's Behind the Flying Saucers so he could read the part about how the craft came apart, as

claimed in the book. Bill also did his own research as to what was available in the U.S. military inventory as far as trucks, flatbeds, cranes, and so forth that could have been used in 1948 to move an object 100 feet in diameter. We also pulled maps of the northern New Mexico area, because the theories about moving the craft had not been on our radar screen for some time. The maps revealed that the roads going into the Four Corners area were not the same in 1948, despite what Karl Pflock had said. Authors' note: This is why you do your own research!

Tracing the Roads in 1948

During that trip to Aztec in 2008, Suzanne and I (Scott) visited the Aztec Pioneer Museum located on Main Street and found that the roads today are miles apart from the way they ran in 1948. When the Chaco Canyon ruins were excavated in the early 1950s, the State Highway and Transportation Department decided to re-route U.S. Highway 44 so that it would pass close to the ruins, with the goal of attracting tourism to the area. The oil fields in the area had been going strong for many years, and another boom started in the early 1950s. Oil companies wanted the old Largo Canyon route to Aztec restricted to oil field workers and their equipment.

The new Highway 44 angled northwest from Counselor, up to the Farmington/Aztec area, whereas the old road ran due north along Largo Canyon up very close to Aztec.

The discovery of these highway changes since 1948 was a major advance in our research, as the old roads would have been sufficient, with appropriate security, to move a large object. After studying the maps and talking with veteran oil field workers, we finally determined the correct route south from Aztec in 1948 based on period road maps and oil field maps.

We spent the first day at the crash site familiarizing Metzger with the terrain and the top of the mesa. The next day we did a dry run, leaving the crash site to trace the route to the road that would take us south to Counselor.

We then drove south to Counselor in order to trace the route in reverse, north to the crash site, and to look for what Bill called "pinch areas" that could cause a problem for an oversized load. Suzanne's brother, Russ Ninos, has many years of experience in moving heavy equipment, and he works as a foreman for an independent oil company in Farmington; his company operates wells in the Largo Canyon Basin. These trips involved long days and, with

August temperatures in the high 80s, the work was hot and rigorous.

By late afternoon that first day, we had backtracked from Counselor to the crash site in Hart Canyon with very few problems along the way. Bill kept precise notes as to the pinch areas, and they were noted on the maps.

The next day, we made the trip from the crash site to Counselor again, and Bill decided that this was a "doable move," even considering that the military would be using 1948 technology. Bill also wrote his views and comments on moving the craft.

In 1948 the road leading from Albuquerque ran northwest toward the Four Corners area and was an improved road for the most part—meaning paved, or at least gravel packed with heavy sand. The road made a right turn to the north at Counselor, a small town with a hotel, a bar, and a few other buildings.

Today, Counselor hosts a natural gas pumping station to the north, and a few buildings, but not much more. It is nostalgic to visualize how this small New Mexico settlement would have looked 60-plus years ago, with only a trading post to greet the weary traveler who had been traveling the rough roads and needed a break. The old road turned hard right (north) and ran up through a canyon past several smaller ranches and a weathered schoolhouse before leading north toward Largo Canyon. The trip is long and slow, even by today's standards; one can only imagine what it was like in 1948. The old remains of the trading post are still visible today at the turn from Counselor onto the old road. The road runs through natural terrain cut out by nature, through Escrino Canyon along the river basin, and into the Cañon Largo basin, usually referred to as Largo Canyon.

In 1948, with this being one of two roads to the Aztec area, the traveler would then cross over what is now Highway 64 just east of Blanco and continue, either taking 64 West to Bloomfield to get to Aztec, or turning north crossing over 64 and taking what is now N.M. Route 173 into Aztec.

In modern times, or after the restoration of Chaco Canyon, U.S. Highway 550 (old Highway 44) runs northwest from Bernalillo, through the town of Cuba, up to Counselor, and then northwest to Lybrook, Nageezi—the entrance to Chaco Canyon—and on to Bloomfield before continuing north on 550 into Aztec. Highway 550 then continues north to Cedar Hill and across the Colorado border, with Durango the first city of any size to be encountered.

What we discovered was a far cry from what Karl Pflock had described in 2002 when he said he had researched these roads and assured us that the roads

were almost exactly as they were in 1948. Even though there was a likely 1948 route for moving the flying saucer undetected from Aztec to Los Alamos or Kirtland AFB, other obstacles and challenges were found that would have to be explained if we were to prove the recovery to be possible and likely.

Resurrecting the Dragon Wagon

Before we made our simulated saucer transport from the Hart Canyon site, we had to agree on the types of equipment available and substantial enough for such an imposing top-secret operation. We started looking at not only what heavy-duty equipment the military carried in its inventory, but also where these heavy movers were located in 1948. Bill discovered that the M-25 Dragon Wagon, which was used as a tank transport vehicle during WWII, was stored on New Mexico bases after WWII.

The M-25 was a unique vehicle powered by a six-cylinder gas engine producing 240 BHP. The U.S. Army Supply Catalog referred to it as the G-160. The truck was considered 6x6, meaning all six rear wheels were chain driven. The M-25 was the brainchild of San Francisco–based Knuckey Truck Co. that submitted the design, and the Pacific Car and Foundry Co. based in Seattle won the military contract to build them.

The Dragon Wagon went into service in 1941, and most of these heavy movers remaining after WWII were sent to the New Mexico desert, where they were auctioned off. Most were purchased by logging companies, because the vehicles seldom got stuck and because they could they could safely haul a 40-ton load. The M-26 went into service in 1944 and served until war's end. This version was similar to the M-25 but was an unarmored unit. The flat bed trailer designated the M-15 was used in conjunction with both the M-25 and M-26, and it carried three on-board winches to help load and retrieve heavy armored vehicles.

Both Dragon Wagons employed crews of seven men, and the combination would be a good match for hauling out something as large as the disc that lay silently atop the mesa on Hart Canyon Road.

The vehicle ground clearance was high enough to handle the rough terrain found on European battlefields and could easily traverse the rocks and dirt of the Hart Canyon area. Because we do not know the weight of the 100-foot disc being recovered, it would have been necessary to have a truck and trailer combination that could easily haul 40 tons, and most military records show that

even 50-ton vehicles could be loaded and transported.

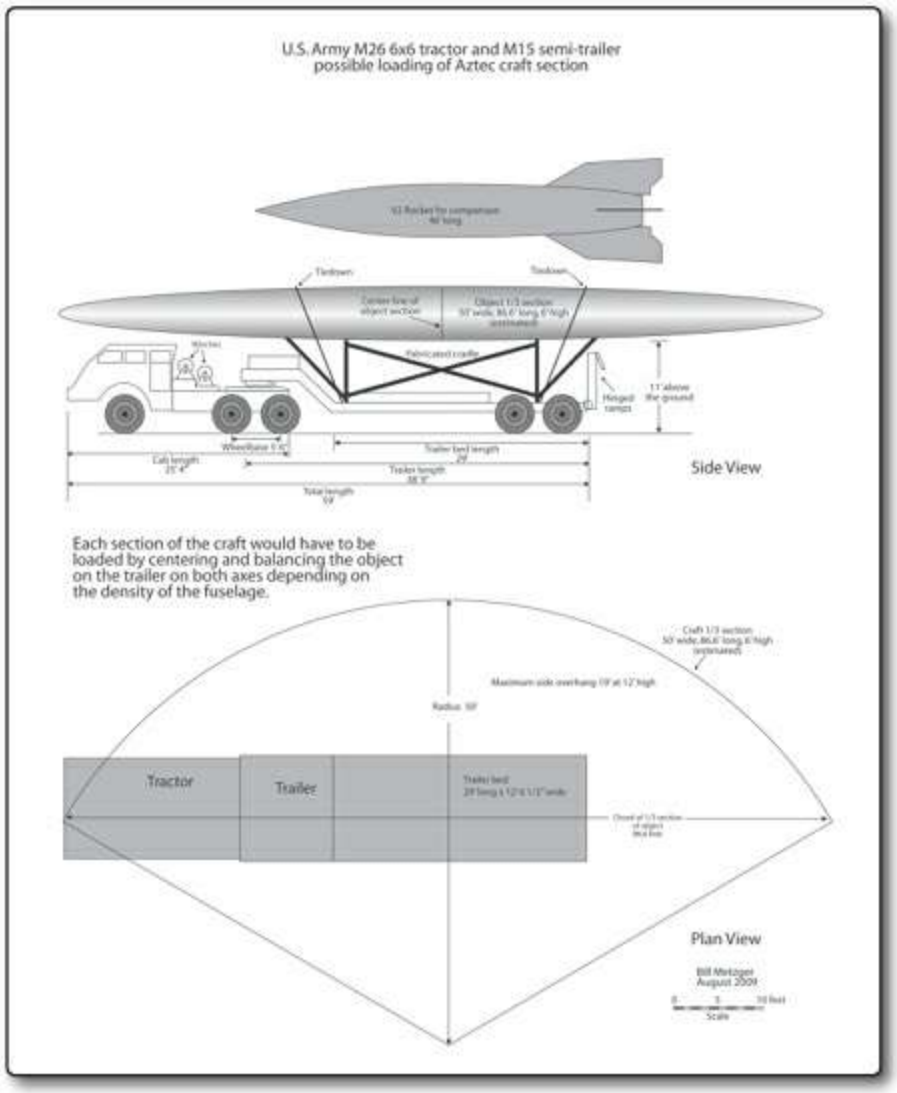

U.S. Army M26 6x6 tractor and M15 semi-trailer
possible loading of Aztec craft section
Side View
Each section of the craft would have to be loaded by centering and balancing the object on the trailer on both axes depending on the density of the fuselage.
Tractor
Trailer
Plan View

Diagram of the 1940s Dragon Wagon heavy equipment transport moving the saucer and contrasted to a V-2 rocket.

We spent time in 2007 going through several libraries, museums, and local archives in the Four Corners area, one trip leading to Mancos, Colorado, northwest of Aztec and due west of Durango. One purpose was to check on a story of Baptist Minister Solon Lemley Brown, who claimed in late March 1948 that he had been at the crash site. The other purpose was to see if the old newspapers mentioned anything unusual being reported in their area in 1948. In going through the Mancos Times from March 1948, we noticed the story about a large dam project with Montezuma County and the town of Mancos asking

people to stay clear of the roads at certain times because of the need to move heavy equipment to the dam project.

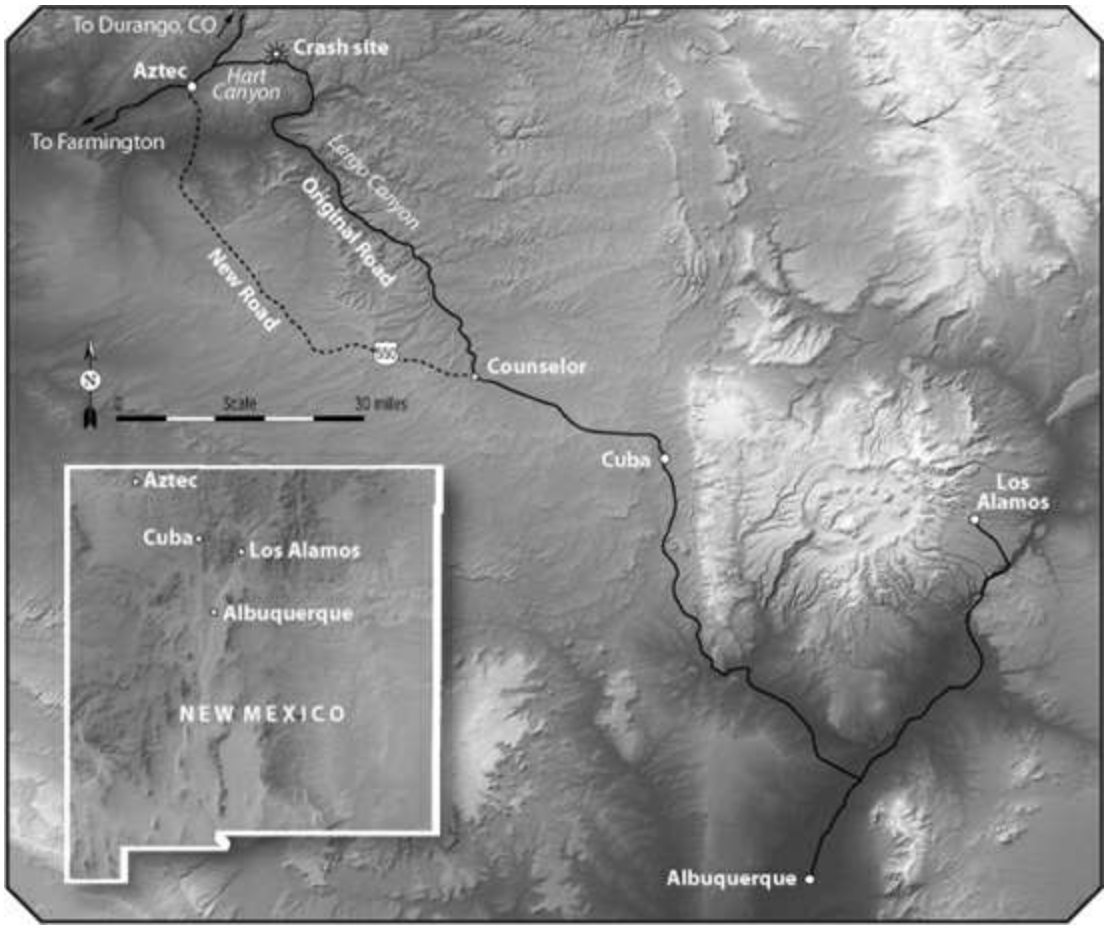
Another article we found asked residents to board some of the workers so they would have a local place to stay during this construction project and not have to commute from either Cortez or Durango.

In checking with the Bureau of Reclamation, we found that some large equipment was, in fact, taken through town to the long-term Mancos Project in 1948. The records show heavy earth-moving equipment, towering cranes, and other lowboy-style trucks were brought in to move concrete structures and/or steel. It would be a safe assumption at this point to say that if all this equipment was only a short distance from the alleged flying saucer incident, it would certainly not have been a big deal moving it down to Hart Canyon for a week or two. Some of these details may never be known; however, the pieces of that puzzle of how to move a large flying saucer were falling into place.

Re-Creating the Move

The next thing was to leave it to the expert to tell us if this move was possible with what we knew was available in 1948 New Mexico. Leaving the Hart Canyon site, heading south on the old roads, the first obstacle encountered was a rather steep hill heading east from the Arkansas Loop (at the base of Hart Canyon Mesa). We had to make some assumptions as to what that that hill would have been like in 1948, and that meant considering water and wind erosion, as well as checking old maps to see if these roads had ever been re-cut over the years, and to make certain they were the same as they were in 1948.

Every geological feature along the way was marked and measured, including all ground clearances. No trip would be complete without its scary or problematic areas, and the roads south toward Counselor presented their share of these problems.



Map of the Aztec area showing the recovery route for moving the saucer to a secure location.

At one point, near what is called the five-mile crossing, we encountered a railroad bridge that was not wide enough to allow the transport of an object of great size. The bridge crossed over a dry riverbed. This was one of those pinch areas we were expecting; it was not even necessary to reach for the measuring tape.

During a quick walking survey of the bridge, a nameplate was found showing it to be manufactured long before the flying saucer incident, so this meant more difficulties in our efforts to relive the moving of a craft of this size across a tight bridge. Bill's encyclopedic knowledge of the railroad industry quickly came into play as he explained that this was a narrow gauge railroad bridge, and the tracks had long since been removed, with the bridge now only used for road vehicles.

Because there was no trace of a rail line in that area, Bill had said that, after the narrow gauge rail lines left the Bloomfield and Aztec area, the bridge

was probably moved from a dismantled rail line and installed across the dry wash to assist the vehicles used by the oil companies, instead of just tearing up the span for scrap. Research subsequently proved that, indeed, the old bridge was a frontier narrow gauge railroad bridge from the Bloomfield area that was moved to the Largo Canyon area in the 1960s to aid oil field development.

Upon further examination of the riverbed, a crossing was found where the old road dropped into the dry riverbed and out the other side. It could easily handle a truck, car, or, in our case, fully insured rental vehicle! This area was now clear for moving the hypothetical "saucer" down the canyon toward Counselor.

Authors' Note: If, after reading this book, you decide to retrace this scenic journey, bring food and water, and make sure you bring a four-wheel drive vehicle with generous ground clearance. Although the area can be active with oil field workers at certain times of the year, there can also be flooding during the summer rainy season. If you get stuck, you could be out there overnight before you are found.

Bill Metzger "Moves" the Saucer

Here is Bill Metzger's account of how feasible it would have been to move the Aztec saucer[3]:

There is no question in my mind that something happened out on that mesa above Hart Canyon. Somebody went to quite a bit of effort to cut a road into the site, cut down or trim back obstructing trees and pour a 6-foot-square concrete slab.

It is not the purpose of this chapter to prove or disprove the existence of the Aztec craft. Scott asked me to determine whether such an object with the measurements most often cited in contemporary accounts could be moved and how that move could be accomplished. Unless an eyewitness comes forward or a stack of 8x10 glossies of the incident surfaces, anything else at the remove of 60+ years is of course pure conjecture.

The Army personnel assigned to retrieve the craft from the mesa above Hart Canyon faced a daunting task. Here was a disk 100 feet in diameter and 6- to 12-feet high by most accounts. It may have been light, but it was still big. Its size was more than twice as long as a captured German V-2 rocket, which was being tested at the time at White Sands. Its diameter was 10 times the V-2's maximum width. Further, it was about 100 air miles from Los Alamos, the

nearest government installation. Of course, the land distance between the two points would be considerably longer.

The craft landed on a sandy, rocky site on a mesa about 100 feet above the floor of Hart Canyon at the edge of a cliff. The closest road was about 500 feet away. The site was covered with juniper trees about 10 feet high. Had the craft flown 20 or so feet lower, the recovery team would have found nothing but a pile of debris; the craft would have flown directly into the side of the cliff. A hundred feet more altitude would have resulted in it crashing into the side of Hart Mountain.

The crash site is in high desert country of canyons and arroyos—dry streambeds—that have been cut through the sandstone table rock by wind and water erosion present a natural corridor for transportation. This part of New Mexico was then, as it is now, sparsely populated, with no overhead clearance problems such as bridges or power lines. The desert climate also preserves evidence of activities that occurred hundreds, if not thousands, of years ago. Had this happened in a moist climate, there would have been barely a trace of evidence left.

In 1948, the first choice to move a large shipment was by rail, but in this case rail was completely out of the question. The Denver & Rio Grande Western Railroad (D&RGW) had a branch line from Durango through Aztec into Farmington, but it was a narrow gauge railroad, which meant the distance between the rails was only 3 feet. Normal standard gauge in the United States is 4 feet, 8 inches. The line ran north to Durango, then east to Antonito, Colorado. Because of bridges, tunnels, and other obstructions, the largest load the line would have been able to handle would have been 10 feet wide and 15 feet, 6 inches high. The first bridge north of Aztec across the Animas River would have presented an insurmountable obstacle only a few miles north of the mouth of Hart Canyon. Even if clearances had been sufficient, the D&RGW branch (aka the “Chili Line”) south from Antonito to Santa Fe, the closest point the railroad ran to Los Alamos, had been abandoned in 1941.

Air transport was not an option either. Today, such a load would be easily moved by a heavy lift helicopter. The biggest helicopters in use in 1948, however, were the H-13 and H-23 light observation helicopters, two-place machines similar to the ones used in the television show M.A.S.H. Neither was capable of lifting a load of more than a few hundred pounds. The first American helicopter capable to carrying such a large load as the Aztec craft was the Chinook helicopter of 1961. Fixed wing aircraft were also out of the

question. The biggest transport airplanes of the day were incapable of handling loads much bigger than a jeep or light truck.

That leaves ground transportation. There's an excellent chance the men tasked with moving the craft were veterans of WWII and capable of moving practically anything. Theirs was a highly mobile army that had thrust its infantry and armor across Europe and hopped from Pacific island to Pacific island. Moving a 100-foot-diameter object posed no particular problem, especially if it was disassembled into three pieces, as contemporary accounts would indicate. The three pieces, assuming they were of equal size, measured 50 by 86.6 feet by 6 to 12 feet high.

Unless evidence to the contrary arises, the most likely vehicle to move the Aztec craft was the Army M-26 "Dragon Wagon" tractor and its accompanying M-15 semi-trailer. It was designed to rescue disabled tanks during the war, and, by all accounts, it did its job quite well. It was equipped with three winches: one of 35,000-lb. capacity on the front of the cab and two with 60,000-lb. capacity each on the rear. The M-26 went into production in 1943 and 1,272 were built. After the war they were sold to other governments or dispersed throughout this country. It was a "6x6" truck, meaning all three axles and six wheels of the tractor were powered.

The semi-trailer had a usable length of 29 feet and a capacity of 40 tons, although loads of up to 50 tons were not unknown. The truck was equipped with a variety of tools to assist it in its mission, including welding equipment. The "Dragon Wagon" would have been the best truck for the job, but any 6x6 tractor and lowboy trailer would have sufficed.

To assist in the recovery of the object, one or two bulldozers and one or two cranes would also be needed. The craft would have to be picked up and disassembled. The cranes would need booms of about 60 feet to lift a load of such size. Two cranes working in tandem would be the best method for doing the job.

The lifting requirement would explain the need for the mysterious concrete slab on the "military road." Contemporary military cranes, whether they be tracked or truck-mounted, had a wheelbase of about 6 feet. Because the "military road" was cut into the side of the hill, and not necessarily into bedrock, the slab would have been necessary to keep the crane and its load from toppling down the hillside as it loaded each section onto the truck. There doesn't appear to be room on either side of the road to place outriggers to stabilize a crane so the slab would have been the next best solution.

Both Los Alamos and the White Sands testing facilities were undergoing constant construction and modification, due to both the atomic bomb projects and testing of the V-2 rockets, so procuring construction equipment would have been no problem for the job of moving the Aztec craft.

No matter what the specific equipment used, a cradle would have to be fabricated to hold the craft securely to the trailer. It would have to fit the contours of the craft, but any competent welder could have accomplished this. The load would have be about 12 feet off the ground to clear the tractor cab creating an overhang on each side of the trailer. Low obstructions like brush and embankments wouldn't have presented a problem. High winds and high speeds would have treated the load with it 2,616-square-foot area like a sail, however; slow speed would have been the order of the day.

The problem of weather would have to have been taken into account; both high wind and flash floods presented disaster-causing potential.

Once the load had been secured, most likely tied down with steel cable, transporting it wouldn't have been an especially difficult problem. Existing roads would be used where feasible. A scouting party would be sent out to either remove or bypass obstacles as necessary. Where clearance problems such as cliffs too close to the road were encountered, it would be a simple matter to bulldoze a new road around it. No one was around to raise any objections. Once the gap through Hart Mountain just east of the crash site was crossed, it would be a simple matter to follow the dry streambeds, especially with the exceptional traction of the M-26 and the assistance of bulldozers. Because of the top-heavy nature of the load, the roadway would have to be graded fairly level from side to side. The first trip, of course, would be the toughest.

The present-day road through the Hart Mountain gap presents the biggest obstacle to such a move. Horizontal clearance at the top of the hill is only 25 feet. There is room to the north for a temporary road and some evidence that this may have been the case, but the area is so pockmarked with oil and gas wells and their access roads that it's hard to tell if this in fact happened.

Once over Hart Mountain, it's an easy matter to move a wide load down through either Cabin Canyon or Little Pump Canyon (both converge at about the same place), down Pump Canyon to the settlement of Turley, across the shallow San Juan River, and then up Largo Canyon.

The tightest clearance on Largo Canyon Road is 39 feet at ground level. Largo Canyon would have been the natural choice, because U.S. Highway 550

hadn't been built yet.

The canyon is the course of a dry, sandy-bottomed riverbed, which would have been ideal for transporting a high and wide load. Sometimes the existing road through the canyon comes close to the canyon walls, but it would be a simple matter to bypass the road by grading a temporary road in the riverbed. There are several bridges across side streams, but they can also be easily bypassed. Most already are; the only time the bridges get used seems to be during high water periods.

Once out of the canyon, traveling across the high desert north of Cuba, through Gallina, Abiquiu, and Española, northward around to the eastern slope of the extinct volcano where Los Alamos is located would be a relatively easy matter.

This whole supposition is based on contemporary accounts that say the object was disassembled into thirds. The question has been asked as to the feasibility of moving the 100-foot-diameter craft intact. The first problem is balancing a 100-foot diameter disk on a 12-foot, 6-inch-wide trailer. The object would have a surface area of more than 7,850 square feet—which would make quite a sail in any kind of wind and extremely difficult to keep balanced and stable.

The best solution would to be to load it on two trailers side by side. Pulling such a load on two semi-trailers with two tractors and maintaining almost exactly synchronized speeds would be near impossible without destroying the load. House movers use a rig of two trailers—more like multi-axle wagons—pulled by one tractor. Turning would be extremely difficult, especially on the twisting canyon roads. Bulldozers would have to clear a much wider road with broader curves. The physical evidence available today doesn't show this to be the case, lending credence to the fact that the load did in fact come apart into three sections.

In the course of preparing this report, I also flew over the site and took aerial photos, while Scott, Suzanne, my wife, Pam, and I drove the length of Largo Canyon back to Hart Canyon, observing road conditions and measuring clearances. After the site visit, I researched area maps and available equipment data.

My conclusion is that yes, this load, if it existed, could have been reasonably, if not always easily, been transported from the crash site at Aztec to Los Alamos.

As Bill Metzger writes in his account, he took aerial photographs of the crash site and Hart Canyon thanks to the generosity of former Aztec mayor Mike Arnold, who donated time in his private plane. It was after studying the photos that we saw a linear pattern where patches of piñon trees had been planted on the crash site. There was a marked difference between the organic random scattering of trees elsewhere and where someone had purposefully replanted rows of piñons.

11

Son of a Preacher Man

> "The only one that could ever teach me, was the son of a preacher man."
>
> —John Hurley/Ronnie Wilkins

January 1948 marked the rebirth of a church in Mancos, Colorado, but it would be a far more significant year for Baptist preacher Solon Lemley Brown. He and his wife settled down in a rented house in Aztec, just southeast of Mancos, where he could be centrally located to his responsibilities in the area.

Brown had just arrived in Mancos to help the First Baptist Church, which had been closed for several years. Mrs. McClain had reopened the church as a Bible school, and now the American Baptist Church wanted the church to reopen. He would be responsible for more than the congregation in town. Brown's mission sent him to Cortez, Colorado, where he was the association missionary for the American Baptist Church, managing the Baptist church in Cortez and well as Mancos. His travels took him as far south as Gallup, New Mexico, and then back north to Farmington, and Pagosa Springs, Colorado, even making contact with church members as far north as Grand Junction.

Some weeks, it was not uncommon for Brown to drive 350 miles, helping other Baptist churches as well as offering his services teaching English on the reservation 35 miles north of Winslow, Arizona, in what might be described as his "spare time." He managed to do all of this and still raise a family on a salary of $350 a month, which seemed like a lot of money for the time, but Brown also had to pay travel costs out of his own pocket.

On March 25, 1948, almost three months after helping to reopen the First Baptist Church of Mancos, Brown's life was changed by something he experienced 52 miles south of Mancos on a back road in New Mexico. That

evening, Brown returned to Mancos from the Four Corners area of New Mexico, where the towns of Farmington, Aztec, and Bloomfield are located, and he seemed visibly shaken to those who saw him that evening.

Brown summoned Bruce Sayre, the deacon of the church, for an unscheduled meeting at the Sayre home. Once Mr. Sayre and his son Walter (Walt) were assembled, the distraught preacher explained to his new deacon that he had a life-changing experience and felt compelled to share it with them. He told them that what he was about to say would not, or should not, change their Christian belief system, but that it might change how they looked at life on this planet and the outer heavens.[1]

Based on my (Scott's) interview with Dr. Autrey Brown, the son of Solon Lemley Brown, we will piece together what we firmly believe happened that night.[2] The senior Brown told the Sayres that, as he was driving from the Four Corners area early in the morning that day, it came to his attention that something had happened out on a dirt road outside of Aztec. He was either directed by or he followed some cars or trucks to see what assistance a man of the cloth might possibly lend. He was led to believe some kind of accident had occurred, and others were heading in that direction. He imagined the worst case, such as an explosion in one of the gas wells. A pipeline could have ruptured, and there might be injuries.

As he arrived near the loop in the road where other vehicles were parked, an oilfield worker led him to the top of the mesa, where he saw a large, disc-shaped craft lying at an angle on the ground. He saw a number of young workers standing around the craft, examining it and talking among themselves. One of the two police officers on the mesa immediately approached Brown, explaining that there were some bodies inside the strange craft.

The preacher, not sure of what he had come across, offered to help in any way possible. One of the policemen then told Brown that the military had been alerted to the incident and that they were on the way. The best Brown could do was to look inside the craft where he remembered seeing "a few" bodies, possibly three, slumped over a table or control panel of some sorts. He asked some of the young workers what had happened, and all they could tell him was that the craft had been discovered earlier that morning as they responded to a call concerning a brush fire near the drip tanks or storage tanks on Hart Canyon Road. One worker told Brown that there were more bodies on another "deck" of the craft, but none seemed to be moving or alive.

Brown must have been puzzled as to why military officials had been contacted instead of civilian emergency help, which would certainly be available at the San Juan County seat of Aztec just a few miles away, but very soon, as promised by the police officer, a military presence arrived on the mesa. As might be expected, the military immediately took control; Brown said he could not identify whether they were Army or Air Force. He told the Sayre that he was questioned by an officer who seemed to be in command.

Brown would have seen that everyone was being separated into groups, while he and the policemen stood to the side by themselves. As uniformed men moved around the craft, the young men were separated, and conversations were being conducted that did not include the two law enforcement officers.

The military then brought a few of the "small, children-sized bodies" out of the large disc. The mesa was becoming a totally military operation, as the civilian oil field workers and others were now gone. After the bodies were brought out onto the mesa, Brown, who was alone with the military by that time, was given a burden of responsibility not to talk of this incident for the rest of his life. Brown said he was told by the officer in command that what he had seen was of the highest national security and even though Brown was a "man of the cloth," he could never tell anyone what he had witnessed. Brown said he tried to ask questions, but the commanding officer did not answer, reducing the conversation to the giving of orders.

Brown recounted to the Sayres that, while he was still on the mesa, some large flatbed trucks arrived, seemingly out of nowhere to possibly load this large craft and the bodies of the crew. As Brown told this story back in Mancos that night, Bruce Sayre, deacon and fellow parishioner, cleared his throat to break the silence following the story. Brown looked at him and said, "You don't believe me, do you?"

The elder Sayre, taken aback by the preacher's remark, said that he did believe him, noting that tears were welling in Brown's eyes, and Brown emphasized that he had no reason to make up such a tale. Brown was quoted as telling Sayre, "I'm trying to build this church and get it back on its feet. Why would I make this up? I swear to you I am telling you the truth."

At that point, Brown reportedly became very emotional, with tears streaming down his face. He summed up his story to the Sayres by saying he was forbidden (by the military) to talk about it, but he had decided to tell the few people he felt he could trust.

Walter Sayre, Bruce's son, remembered that he and his father had no doubt

about the truth of the preacher's story; he said they were in awe of what Brown was saying.

Walter reminded me (Scott) in a July 2010, that the incident was so indelible in his then-young mind because it was the first time he had seen a grown man cry. Walt's father, deacon of the church, was next in command to the preacher and the only one Brown said he wanted to confide in that evening.

The Solon Lemley Brown story was first told to us (Suzanne and Scott) by Walt Sayre in a phone call and subsequent confirmation by e-mail in 2004. I (Scott) spoke with Walt on several occasions. He was a boy in 1948, and he was with his father at the confidential meeting Brown had with his father after the preacher's return from Aztec that March evening.

Walt told his story in a genuine and credible manner. He was a Frontier Airlines executive, having spent his entire career with Frontier, beginning at the Farmington airport, then in Colorado Springs, and finally at Kalispell, Montana, where he eventually retired. Walt explained to us (Suzanne and Scott) that he was about 11 when he attended that powerful meeting Brown called the evening of the preacher's return from Aztec.

Walt told me (Scott) that the preacher's story stuck with him all of his life, but it was only when reading an article about our research on the Aztec Incident that he felt the story needed to be told and that we should research his story, as we have done with every other lead. When Walt gave us (Suzanne and Scott) his contact information, the story went onto the research list. Sadly, Walt passed in 2015 and will be missed by many, including us.

In 2005 we (Suzanne and Scott) decided that a few days in Mancos were needed, so we packed our bags and flew out to a bed and breakfast in Mancos and a few days of research, as well as some of the rest and recreation we both needed.

We started our quest with the new Mancos preacher, Jim Gregory, who had only been with the church a short time but was extremely helpful with our research. He first pulled the records to verify that Solon Lemley Brown was, in fact, the preacher who helped re-open the First Baptist Church in January 1948, just as Walt Sayre recollected.

The next step was to verify that the Sayre family was living near Mancos at the time, which was easily done in a matter of minutes, as we found their membership in the church archives complete with all the appropriate family names. Although Solon Brown rented a house in Aztec, he did eventually move

to Mancos for about a year until he moved on to another church. In Jim Gregory's office I (Scott) noticed some awards and plaques on the wall. When asked what the awards were for, he explained he had just got out of the Air Force, having spent years serving our country. We asked him if he had been a chaplain, and to my surprise he answered, "Well, yes, but I spent most of my time in Air Force Intelligence."[3] At that point, we learned to appreciate Gregory's sense of humor when we asked how lucky we could get having an Air Force Intel guy as the new preacher when we began sorting through old records concerning a UFO incident. All three of us got a laugh out of that.

From the church, we went to the Mancos Public Library to search the records for what was going on in 1948. The librarian was extremely helpful in directing us to the local historian on Mancos and the surrounding area. We asked for the local newspaper from 1948 and, by mail within a few months, we had copies of all appropriate editions to use as we researched activities from that time frame and, as well, we found a published picture of Solon Brown and his family in the paper. The local newspaper was a weekly, the norm for most small towns.

Once we had a copy of the newspaper for that March week in 1948, we were drawn to a few particular articles. The first concerned the moving of large and heavy equipment through Mancos at night and asking residents of Mancos and the surrounding area to stay off and away from U.S. Highway 160 (note: U.S. Highway 160 runs through Mancos east to U.S. Highway 550, which then goes directly south to Aztec) to make the movement of this heavy and large equipment easier for the workers. The next article that caught our attention asked whether locals would consider taking in boarders for a week or so as the construction project required more workers than the local hotel and motel industry could accommodate.

The Mancos Project, as it was called, had received presidential approval on October 21, 1940, under the Water Conservation and Utilization Program Act of August 11, 1939, and construction started on July 24, 1941. However, most of the work was delayed during WWII, and the program did not get back up to full steam until war's end. The majority of the major construction was completed by May 1947, with final construction completed by December 1948. We have not found a reason for heavy equipment being moved in March 1948, but the project was a large dam encompassing 10,000 acre-feet of land and water for the purpose of irrigation in the agricultural area, water for nearby Mesa Verde National Park, and the Mancos Rural Water Co. serving the

town of Mancos itself.

Assuming that a large lenticular craft landed or crashed on a mesa outside of Aztec, and because the Mancos Project was part of the Bureau of Reclamation (the United States government), large equipment spanning the 52.8 miles to Hart Canyon Road would have been readily facilitated. (See Chapter 10 to explain other military options that may have been available at the time.)

After visiting Mancos and learning about Solon Brown's family, we were on the path to find the preacher's son who, as it turned out from a lead at the First Baptist Church in Mancos, had followed his father's footsteps into the ministry. Dr. Autrey Brown was not an easy person to find. We spent days looking for him through every search engine we knew.

We had two conversations with the son of Solon Lemley Brown. Autrey is a wonderful person and he is full of history. He has spent his entire life devoted to the Church and helping others, just as his father did. I explained the story to him as we got it from Walt Sayre and, to my surprise, Brown remembered the Sayre family and their son, Walt.

The younger Brown did not follow his family to the Four Corners area, as he was still in southern New Mexico and did not arrive full time in Mancos until 1950, at which time he took over the church from his father.

Brown informed me that he had never heard his father talk about a flying saucer in the Aztec area, but he did confirm to me that if his father had sworn to secrecy, he would have not shared such information. I (Scott) asked if he thought that his father would share that with Bruce Sayre, and he said he would probably have as he held the Sayre family in high regard. Dr. Brown informed me that his father had been born on August 29, 1897, and died on November 13, 1978, and the only time he heard his father talk about a flying saucer crash or recovery was when they lived in Milensand, New Mexico. He wondered if Walt Sayre or I might have confused two different incidents (Roswell and Aztec).

I asked why there would be any connection between the two incidents, and his response was that the Milensand Church was not far from Roswell, and that he thought a few or at least one church member had confided to his father a story about the recovery of a downed flying saucer. This would have been before the move to Mancos early in 1948. The younger Brown strongly suggested that these two stories could be running together somehow. He was not skeptical about the reality of Roswell, having admitted that since hearing about Roswell from his father, he had visited the International UFO Museum in

Roswell at least once.

Autrey Brown, now 92, went on to say that his father had been assigned to the Baptist Church in Hatch, New Mexico, in the middle 1940s and then on to Milensand, where he remained until late 1947, when he went to the Cortez Church. From there, his father, along with Mrs. McClain, helped "tear the boards off the windows and doors" of the Mancos Baptist Church so Mrs. McClain could re-open the Bible school that led to establishment of a full church with weekly services in 1948.

Solon Brown's son did not have a problem with our Aztec research, and he was most open to it, having heard the stories his father told about Roswell. He did caution us that his father was never listed as the preacher of record in Mancos, but rather was the "association missionary" to the church, as there was no budget for a full-time preacher at that time.

There were many part-time preachers who came through Mancos during that time, Brown recalled. He said he could not, at his age, remember how many, but his father was "bouncing back and forth from Cortez to Mancos like a bouncing ball back then." He did say that his father took turns with visiting preachers and that Bruce Sayre from time to time would hold the service at Mancos. He explained that he (Autrey) was the first full time preacher in Mancos after the Church had been up and running for about a year, and he stayed until 1952, when he was asked to go back to seminary school and finish his schooling, through which he earned his doctorate in theology.

Dr. Brown confirmed that his mother and father had lived in or near Aztec in 1948 during the re-opening of the Mancos Church, and that his father was traveling the entire Four Corners area as far away as Gallup and into Colorado. His father also had an apartment or lived with friends during his stay in Cortez before establishing residence in Mancos.

It was extremely helpful to enlist Autrey Brown's help in putting together a time line for the Mancos Baptist Church, but his comments on the Roswell connection led us to think that his father may have had information on both Roswell and Aztec. Still, it could all have been mixed up as one memory.

We close with this final thought on the Mancos connection: Dr. Autrey Brown said during two interviews that if Bruce Sayre, the deacon of the Mancos church, and Sayre's son, Walt, heard Solon Lemley Brown tell them about encountering a downed flying disc near Aztec, then the story was to be taken as fact. Autrey Brown affirmed that he knew from experience that the Sayres were honest, sincere people, and he knew his father had always

expressed respect for the Sayre family. If the elder Brown had broken down in front of them while broaching one of the most important stories he ever told, their memories could be trusted. The reader can only imagine the impact of that evening revelation of March 25, 1948, as Solon Brown told the Sayres about what Frank Scully would later call, in his book, the greatest story since Galileo said, “It moves.”

12

Alphabet Soup: George Koehler and the Air Force Boys

U.S. government investigators don't waste much time on non-events, obvious hoaxes, or practical jokes, but it is now certain that the firestorm surrounding Frank Scully's Behind the Flying Saucers was the subject of intense investigation by the Air Force Office of Special Investigations (AFOSI), the U.S. Army Counter Intelligence Division (CID), the Central Intelligence Agency, and the Federal Bureau of Investigation.

A breakthrough in the Aztec case came in 2010 when we found the actual taped interview between Denver radio ad salesman George Koehler and two AFOSI agents in 1950, a taped interview supposedly erased at the time. Our transcription of this interview reveals how seriously the government viewed the Aztec story and the Denver lecturer who let the cat out of the bag.

Did the Aztec incident attract investigators' attention prior to Scully's book? After all, if a best-seller such as Scully's drew the attention of the American public in 1950, the potential threat to national security would naturally be the target of the Air Force, the FBI, possibly the CIA, and Army CID. With America fully engaged in the Cold War against the Soviet Union and international communism, anything that could affect security would attract official scrutiny.

As revealed in Chapter 5, writer J.P. Cahn apparently was one of the first to contact J. Edgar Hoover, as did Hollywood actor Bruce Cabot, to suggest that Scully's sources for the flying saucer book should be investigated for criminal activity. A more important question was whether the FBI was already on the trail of the Aztec incident, as released documents show such awareness. We know the FBI had a file on Silas Newton from the early 1930s showing him to have an outstanding character and to be a patriot of the first order, according to

the FBI's own reports.

It was not until Scully's book came out that Silas Newton became a person of interest and apparently placed under the microscope of the FBI, partly as a result of Cahn's relentless crusade to ruin Scully and his sources. The FBI is still withholding more than 211 pages concerning Silas Newton, whose story is covered in Chapter 6.

The CIA certainly had an interest in the Aztec case as well, but its files are more difficult to get, and our requests were often denied. However, what was discovered is tantalizing and presented in this chapter.

The U.S. Army CID showed strong interest in Aztec and went as far as to work with the FBI to set up an elaborate sting operation in order to retrieve "pictures of the flying saucer"—their words, not ours.[1]

Mysterious green fireballs swooped down over New Mexico in the early to mid-1940s, and the Air Force already had a keen interest in what was flying with impunity over its most sensitive installations. Dr. Lincoln LaPaz, of the University of New Mexico's department of meteoritics, was ready to drop everything at a moment's notice to investigate these sightings and to report back to the Air Force as well as the Atomic Energy Commission (AEC). Anything flying over the Kirtland Air Force Base, Sandia National Laboratory, Los Alamos, Walker Air Force Base, and White Sands Proving Ground (later White Sands Missile Range) was a potential threat to national security.

After reading several Air Force reports, I (Scott) believe LaPaz was given two missions: The first was to investigate the green fireballs and discover what they were; the second was to explain away the sightings as meteors in any public pronouncements. This, again, shows the complexity of how government agencies operated and sought to maintain a firewall of secrecy between themselves and the public.

In his book, Scully told the story of a Denver radio station salesman and former Chicago Bears football player by the name of George Koehler who actually was the getaway driver who whisked Silas Newton from the University of Denver classroom at the end of the famous lecture on March 8, 1950.

Koehler was in the loop with Newton, and possibly one of the Dr. Gees, and their knowledge of the reality of the Aztec crash; however, the radio salesman had no firsthand knowledge of the event other than what he had been told by Newton and the scientist(s). As Scully states in his book, "No one

would believe him, least of all Air Force Intelligence, whose members acted as if they were quite sure Koehler had a pipeline into the very cabin of a flying saucer which was reported by some to have landed somewhere in the Great American Desert, and was further reported by others to have been dismantled by the very souvenir-hunting military of which Air Force Intelligence was an integral part."[2]

Koehler had befriended Newton years earlier and had driven Newton to the University of Denver the day of the lecture, then escorted Newton out of the lecture hall and into his car that sped back to the hotel. What is not generally known is that Newton was enlisted to speak to the standing-room-only crowd in place of one of George Koehler's other contacts, who was originally going to speak that day but declined when he realized that he would be possibly recognized. That made it necessary to bring in the substitute speaker.

The very day after Newton's lecture, the Air Force Office of Special Investigations showed up at Denver KMYR radio station to see Koehler but found that he was conveniently "out" seeing an advertising customer. Of course, AFOSI wanted to find the mystery lecturer, but nobody was sure of the lecturer's name until much later. Koehler, suspecting that OSI might return the following day, had the station engineer make preparations to record the conversation. The next day, AFOSI Special Agents Hanson and Unger did return to the station, and they interrogated Koehler for about an hour.

Koehler carefully led the two men into a soundproof studio "in the interest of privacy," so they could talk without being disturbed. After about an hour, Koehler escorted the agents out, and one of them said to Koehler, "We know you have been recording these interviews. Now hand them [the recordings] over." Appearing stunned at the accusation, Koehler quickly reminded the men that he (Koehler) would have to consult with the station owner, as the tapes were "company property, and not part of the U.S. Government."[3]

The station owner was found, and he said that, by all means, the spools would be handed over to the military. Koehler then went into the engineer's booth and winked at the engineer, telling him to "fix up the recordings for the gentlemen," and fix them up they did! In rewinding the magnetic wire spools, the engineer demagnetized them, destroying all recorded conversations as "if a wet sponge has been rubbed over a chalk mark on a blackboard," to quote Scully.[4]

For years, this part of Scully's book was attacked as though this erasure

proved a hoax of some sort. Why would Frank Scully put this into his book if the wire recordings were actually destroyed?

Even Major Donald Keyhoe (Ret.), who himself was trying to "flush out" the flying saucer mystery, was being flown from Washington, DC to Denver in 1950 by True Magazine publisher Ken W. Purdy to get the inside story from Koehler. Keyhoe explained in his 1950 paperback, The Flying Saucers Are Real, that he was not impressed by Koehler's claims about the AFOSI, as no tapes or wire reels existed. Keyhoe was competing with Scully at that time, and Keyhoe wrote that he thought Scully had been taken in by the "little men" story. He wrote that Koehler's attitude persuaded him that the whole thing was "a big joke."[5] He even asked Koehler to show him artifacts mentioned in Scully's book, but Koehler played coy. It is unlikely that Koehler ever had any artifacts in his possession.

Keyhoe left Denver for Montana to search out another flying saucer lead, and he left Koehler in the dust, as any other researcher would have done. As he wrote, the entire story of a recovered saucer seemed to have major flaws. Henry Holt and Co. denied Scully the opportunity to write a sequel to his best-selling book, though Holt went on to publish Keyhoe's Flying Saucers From Outer Space in 1953 and The Flying Saucer Conspiracy in 1955. Keyhoe published strong evidence for the reality of flying saucers, but his position in regard to Scully never changed. He believed that Scully had been duped, and two generations of UFO researchers unfortunately took that position as gospel.

After we had invested decades of research, we got some help from Grant Cameron, a well-known Canadian researcher. We asked Cameron if he had ever done any research into Scully's source documents and other materials beyond what he published. Cameron said that the University of Wyoming at Laramie had most of the Scully files, as donated by Alice Scully. With this information given to us, Dr. Frank Thayer, Mike Price, Suzanne, and I (Scott) decided to look into what Scully had left behind.

This research question led to the discovery of a trove of Frank Scully documents and recordings that further serve to vindicate Scully and his explosive claims about the Aztec recovery. None of this archival material has been revealed by any other source.

What you are about to read is the transcription of the actual conversation with George Koehler and "The Air Force Boys" as discovered in Frank Scully's secret files. Keep in mind that Scully was no fool: He had a copy of the recordings all along, including Newton's University of Denver lecture.

Why did he not share these at the time he was being attacked by J.P. Cahn and the flying saucer research community? We will never know, but it is certain that the Air Force was hot on Scully's trail. Letters between Scully and Henry Holt & Co. show that the publisher of Scully's successful book was getting nervous from what the publisher described as the "heat" from the Air Force, and that Scully decided to "sit on the tapes" until the things cooled down.[6] It was apparent that George Koehler was smarter than most, because he and the engineer had made a duplicate copy of the AFOSI interview for Scully, and it still exists for us to enjoy six decades later.

The reader will now read what happens in an interview with agents from the Office of Special Investigations. K is George Koehler, G-1 is Special Agent Hanson, and G-2 is Special Agent Unger.[7]

K:	Now what can I tell ya….
G-1:	Well—
K:	First of all, are you, ah, which—
G-1:	I'm Hanson and this…is Mr. Unger.
G-2:	My name is Unger—
K:	Unger.
G-2:	Um hum.
K:	Glad to know ya.
G-2:	Yeah.
G-1:	We're with the Air Force Office of Special Investigations. I'm the man you were talkin' to yesterday.
K:	God [d]amn, that's impressive, isn't it? Office of Special Investigations. That scared me. Scared me to death.
G-1:	Well, we don't want to scare you. That's the least of our desires.
G-1:	But I'll tell you what we're here for; we, ah, talked with Mr. Murphy out the Ford Motor Company.
K:	Um hum.
G-1:	He said that you had some information /gadgets which you said related to the flying saucers, and the flying discs. Could you tell us

something about that?

K: Well, as far as gadgets. I don't have a thing to worry about…I mean, that even pertain to them. Ah, no thank you, I don't smoke. Ah, as far as the flying saucers, what are you on this flying saucer story are you? Is that the—

G-1: Well, you probably know the Air Force—

K: Denied it.

G-1: …investigates all reports of those types.

K: Um hum.

G1: You've probably read the publicity that's been put out in connection with it and, um, whenever we hear of something like this, well, we track it to its source and see what and how authentic it is, if at all.

K: Tell me, how long have you been on this particular investigation?

G-1: Well, we haven't given this thing much thought until just recently.

G-1: We find that Mr. Murphy got it through a man by the name of Davis [Hanson's pronunciation] from you, and we like to see where you got this or where it originated with you.

K: Well, no, it did not originate with me. However, ah, the source that I get it at, I can't tell you. Though I would like to the spot where I get it is a very confidential spot. I believe that I am responsible however for, ah, Murphy hearing about it.

G-1: Well, we know that.

K: Through this deal—what did you say his name was? Davies [Koehler's pronunciation]?

G-1: Um hum.

K: That's possible that he could of told him[.] I don't know.

G-1: Well, we know that you told Mr. Murphy in the presence of others. We didn't speak directly to him, but, ah, you related your information in the presence of about five or six people connected with the Ford Motor Company.

K: Um hum. Actually it was about four I believe, but, um, Davies was one of them and Murphy another.

G-1: Well, I think that there is one man from out here along with you on that particular trip. Isn't that right? We don't know who it was, but, ah, the way Mr. Murphy told us, a friend of yours or another man from KMYR was out there with you at the time.

K: I tell ya, I don't remember. Yes, yes, that's right. There was a fella by the name of Holden Boller, yeah. He was a new man starting here, that I took out. How far along have you gone with your investigation other than just contacting these few people?

G-1: Well we have offices all over the country.

K: I see. What do you think of the flying saucers story? As far as you've gotten in to it?

G-1: Well, I'll tell ya, we're over here to find out what you know about it.

K: I see. In other words you're not divulging any information.

G-1: That's right. No, we're not.

K: Well, I'll tell you what was told to me, frankly and honestly, was told in the strictest of confidence. Now I don't believe that I have violated that confidence in any way. For the simple reason I have never mentioned any names, or where I have got the information that I got.

G-1: You have mentioned names.

K: Oh, have I?

G-1: The story we got, now—like I say, we got it third hand, and now we're coming to you because you are the source of it. We would—

K: Well, actually I, to my knowledge, have never mentioned any names, see. Nor do I intend to, to anyone. Now, the reason for that is this: Listen, if you were put in my position, you would feel the same identical way that I do. This was entrusted to me as a confidence. Now I have—

G-1: The information that you passed on to four or five other people?

K: Not the information? No, was not entrusted to me as a confidence. No.

G-1: Then what was then?

It was told to me as a story. However, the names where I get it from

K: were entrusted to me as a confidence, see, and I have no, no desire to, ah, jeopardize that confidence in any way—nor will I.

G-1: Do you believe this story, that, ah, you related?

K: 100 percent, yeah, um-hum.

G-1: Do you feel that your source is so reliable that there is no question whatsoever as to the authenticity of the information?

K: I think that's right

G-1: I'd like to make our position clear to you, Mr. Koehler—

K: You can just call me George. There is no need for this Mister stuff; I prefer it that way.

G-1: All right, okay, okay, George. See, we have a job to do. In other words, we are employed by the government, and we're working for the government digging out these, these facts.

K: Um hum.

G-1: And there is a reason for this all.

K: Well, I imagine there would be or you wouldn't be here. That's for sure.

G-1: And we track down these facts.

K-: Um-hum.

G-1: Now if anyone that has any information, regardless of how slight it might be, and we go out and get, gather, these little bits of information. Now remember everything that we go out and get, and other agents throughout the country goes to one central head, and there it is evaluated and pieced together.

K: Um hum.

G-1: Now, if there is anything, at all, to all this flying saucer—

K: You know, I wish to heaven you would have come in yesterday, and I mean this seriously.

G-1: Well, I tried to and I—

K: And here is the reason I wish you would have come in yesterday. A man by the name of Keyhoe came down to talk to me. Have you ever

heard of him?

G-1: Keyhoe?

K: Donald Keyhoe.

G-1: No, I don't, that's ah—

K: He wrote a very, very fascinating article in True Magazine.

G-1: I read that.

And he [Keyhoe] is the author of it. In talking to me, he said that [he] heard through someone, who heard from somebody else, that heard from somebody else, that heard from somebody else, that I knew something about it. And I told him just exactly what I've told you.

K: That I know absolutely nothing under the sun about what he was talking about. See, but then he went into the long detail of his article and all the information that he had gathered, and of course the Air Force denial of the thing. And then he asked me if I had ever seen this new article in Variety.

G-1: "Scully's Scrapbook," the latest issue, yes.

K: So I went out and bought that thing, that thing, I went out to get it yesterday, and I, and I believe it's up there. Have you boys read it?

G-1: I know about the article, and I haven't read it just yet.

Well it, ah, it is an extremely good article. In other words, it asks you fellas 20 questions of the Air Force, and I believe it, ah, just waiting for another denial. That's what it amounts to. But the facts that he includes in this thing are actually startling. That is why one of the reasons I wished you were here [was] because Keyhoe was up here at the time, and he was just trying to explain a few of them to me, see.

K: And it was very, very enlightening conversation with the man. And, in fact, he had just left when you boys had come up here and then when I called back and, um, I was out of the office and I tried to get him again, but he went to, um, Montana, ah, Butte, Montana, or somewhere, I believe, and, ah, I was going to try to get him, and I thought we would all, ah, have a talk like that yesterday, see.

G-1: Um hum.

But then this fella just called me a few seconds ago, just asked me the

K: same questions that you have asked me now. I don't even, I can't remember his name, but he was with the Kansas City Star. His name was Champ Lewis, or something like that.

G-1: Ya, right. The Star carried the story just as you told it. It so happens, I'll give you this information to give you a little background. At the time that you related your story—at the Ford Motor Company and then out to the airport and so on—you probably remember that and you had dinner and—

K: Not at the airport, no—

G-1: You didn't go as far as the airport, well—

K- I: I don't know any thing [sic] about this. Rudy Thicke, I understand, was in from out of town.

G-1: That's right, he carried the story back to Kansas City.

K: Rudy Thicke got the story, all of the story, from Murphy, didn't he?

G-1: No, he was present that day.

K: I mean, we just talked about bits of it at lunch, see, just very small bits of it. In fact, he had about 18 minutes to make the plane and have lunch, so you figure out how much conversation we had.

G-1: Well, that's right.

K: But he said Murphy, when I walked in there, that I had Murphy along with the meeting, and they were discussing this thing, and I said, Oh, is that so? [A]nd we picked up the little bits of it as we went along, and that was all that transpired. And we had lunch out at the Park Hill or something like that Golf Club, yah, and then the boys left and I was not with them. I had this new man [Boller] with me, and I took him out to, oh, a few accounts that we have.

G-1: Did this source of yours, for your information, ever give you any parts of this particular thing?

K: No. Huh uh. No.

G-1: What about the gadgets that you had over at the Ford Place? Was that, what is that? A joke or pulling somebody's leg or something?

K: Gadgets? Gadgets that I had at the Ford Place?

G-1: Yah.

K: Well, I'd have to deny that I ever had any.

G-1: Well, look, George, ah, we don't care if you were, ah, if you were having a lot of fun with this thing or not—

K: No! No!

G-1: I wish you would tell us.

K: Frankly, it's past the fun. This Goddamn thing has done nothing but taken up a whole lot of my time—now, I have more time than most people, ordinary men, have, but that's beside the point.

G-2: Um hum.

K: I mean, I just can't go runnin' off all over the country to meet with these guys and talk about this thing. In other words, I've got a job to do here, and a lot more important things to do. And everybody wants a story, and everybody wants information, and so on. Now I was told, see, Monday of this week, that I know absolutely nothing. Now believe me when I say that I'm not trying to be facetious or nasty to you; I'm not that kind of fella.

G-1: You say you were told that you know nothing?

K: Yeah, yeah, that's right. I don't know a thing.

G-1: Who told you that?

K: The same source.

G-1: Oh, your source.

K: I don't know. Should we refer to him as "the source" or "the boys," it doesn't make any difference to me, but that is the only way that I ever referred to them. Now, as far as giving names, that I have never done.

G-1: Well, have you ever—according to the story that we get it, that you have claimed to have seen these things.

K: Oh, heavens, oh, no, no, no. I have never seen them. Wouldn't know what the hell they looked like if I did see one.

Well, you probably know that when a story gets handed down from

G-1: person to person, it is altered and added to, and subtracted from, and everything else.

K: I've given what few facts that I have heard myself! See, now as far as me ever seeing one, no, I have never seen one. However, we have a boy working here who has seen them in the air, he claims.

G-1: Well, there are lots of people all over the country claim that.

K: Um hum.

G-1: In fact we got a picture that a man took yesterday which he claims is one.

K: There is a movie in New York playing at the Rialto Theatre, I understand, that opened Monday that's called the Flying Saucer Thing. As it goes through the story, why it shows a little dot in the sky, and they say that's the flying saucer.

G-1: Um hum.

K: It's put out by MGM or something, but it's, ah, to my knowledge, it's just a lot, ah—

G-1: All right, how about, ah, any of these questions that I asked. You know you are free, um, you know, to tell me you don't care to answer. Your source—is the source connected with the government in any way or is it a private party?

K: Frankly I'm not free to answer that question.

G-1: All right, the reason I am getting at that is, any information pertaining flying saucers certainly has no business being in the hands of the private individual. Do you think that's right?

K: I—

G-1: Do you think any one person should decide whether he should retain such information or that it should be turned over to the proper authorities?

K: I believe that the government is the only one that should have any answers to this story, and I believe that the government is making a huge mistake in not giving the true facts about the Goddamn thing as they know it.

G-1: Right.

K: And I'll tell you why I feel that way. I might be a little bit different than everybody else, I don't know, but you know this wonderful country of ours, the United States, has taken this so-called Atomic Age without any hysteria whatsoever.

G-1: Um hum.

K: And if there is an Interplanetary Age, as all these magazine articles, newspaper articles, and supposedly these true fact articles—if it is right, I think that they are going to take it in the same calmness that they've taken the Atomic Age.

G-1: Probably so.

K: I honestly believe it. Now I'll tell you this thing fascinates me, this fascinates me, because I wanna know more about it continually, and I think everyone in the United States feels the same Goddamn way about it. And I don't know why they shouldn't. Now why the hell won't the government release this information? Don't you feel—I mean, you're a normal, intelligent human being. How would you take this thing?

G-1: Well, George, I tell ya now, this story that—are you aware that this story was printed in the Kansas City [p]aper?

K: No, huh uh.

G-1: Well, now, that's so much value, you see. Certainly the government won't release value as—

K: Why they'd be damn fools to—

G-1: That's right.

K: That's right. But they certainly should release some facts of the thing. Don't you believe?

G-1: Well, at this stage, a release has been made, and all claims to sightings of these saucers and so on [have] all been explained in some manner or another.

It's all been explained, but if you'll pardon me, it hasn't been explained to my satisfaction. I mean the only article that I have ever read came over the UP and AP Wire here where the Air Force, where

K: no particular man, see, denies the entire story, see. They claim that—ha!—they just don't exist. People are having hallucinations. Well now, people just don't have hallucinations—not this many people.

G-1: They're not all explained as hallucinations. It's on a percentage basis.

K: That's right. Some of them are claimed they are meteorites and so on.

G-1: And so on, yeah.

K: That's what you claim.

K: However, in the entire article of, ah, your denial, it doesn't give any particular man's name as to denying this entire thing. See, I wonder why.

G-1: All right, ah, let me put it this way to ya. We have felt that it was important enough to talk to you to see what information you had. Something has led us to you—an allegation that you had information. All right, now you, ah, don't want to give us your source. Now the government could certainly—

K: It isn't a question of giving you the source. What would you do in my position? What would you do in my position, may I ask you?

G-1: Um huh.

K: Would you betray that confidence?

G-1: I'd be biased if I gave you an opinion here. I'd probably say, well, I'd give you the source.

K: You would say what? I didn't hear you.

G-1: I would say that I would reveal my source and let the people who are involved in this business track it all down. Now, ah, let me tell you what the next step would be. If you tell us your source, someone would contact the source and get the meat of the information that your source has.

K: You mean to tell me—

G-1: If not that source, it would go to the next one. See? You track it down to its last final point, to its origin.

K: You mean the Air Force knows nothing of these ships now?

G-1: Oh, the Air Force gets reports from all over the country on all matters pertaining to this.

K: Um hum.

G-1: And it has tracked it down in one form or another.

K: Um hum.

G-1: Right now, the full information, I won't even say that I know it all.

K: Um hum.

G-1: They don't notify me from Washington with the latest stories.

K: I didn't imagine they would.

G-1: I'm just a little guy that's digging out another story.

K: Well, I thought that would give you a—

G-1: Oh, sure.

K: I thought that they would give you a little something, oh, shall we say, a thumbnail sketch of the entire thing—as you know it to be now.

G-1: We're kept abreast of the situation generally, but not in detail. That's, uh, certainly true.

K: Well, do you believe it yourself? Just between you and I, it don't make a damn bit of difference if whether you tell me. Because if I tell you, if I tell somebody that some of the Air Force boys are here, and they tell me they believe it, there would be just another story. It would just be another story.

G-1: Well, that's it. I don't want that to happen, so I prefer not to comment on that.

K: I see. Well, frankly I do believe it 100 percent.

G-1: Um hum.

K: And as I say that I believe that every American in the United States would take it calmly without any great reaction. And there's no reason in the world why.

Okay, how 'bout setting me straight on this now. Fred Unger and

G-1: myself were over talking to Murphy yesterday, and I don't want to say that Mr. Murphy was handing me a line, and I want to believe what you tell me—

K: Um hum.

G-1: And I wanna tell you that I am led to believe that you had some gears and a couple of little chunks of metal in your possession in the time you were over there. Now is that true, or untrue, or what?

K: Well, let's say that I just refuse to comment on that particular question right now.

G-1: Okay.

K: I do not have the gears!

G-2: You don't have them?

K: I do not have.

G-1: Well, did have them? All right, let's quit hedging.

K: Well, as I said, I don't have the gears…or pieces of metal. I'll tell you what somebody did do—this is the Goddamndest thing ever heard of, and this was just the other day. That a letter came to me—no thanks, I don't smoke—from Boulder, Colorado, see—

G-1: Um hum.

K: With two little discs in it—aluminum discs, that said, does this metal resemble that of yours? See, I don't even know what he is talking about. I got the letter in my coat pocket.

G-1: In other words, somebody else knows that you have in your possession or believes that you had some—

K: Must think that I have some information.

G-1: Information, and they wanted to compare notes with you to see—

K: Apparently so, but the Goddamn thing wasn't signed. Ha! Didn't say where—just the postmark, postscript on it, said, Boulder, Colorado.

G-1: Well—

K: Or maybe somebody's trying to give me the straight picture. I'll tell you haven't read this article from Frank Scully.

G-1: No, no, I think—

K: Goddamn it, I suggest you do. Because I think that it has a great deal of information, and any man, see, who has that much information about this thing—he must know all the answers.

G-1: Well, George, you'll admit that anything that smacks of flying saucers is going to sell, and that's something that you can appeal to the public with right now.

K: Did you know that two magazines have been after me to give them information and the story, and do you know what I have told both of them? Three of them, as a matter of fact. And do you know what I have had to tell all three of them? I'm sorry, I don't have any information. Can you arrange a meeting; can you arrange a meeting whereby we can this information? No, no I can't. Yet I know that one magazine in particular has offered thousands and thousands of dollars for this thing, see. And have offered me the same thing.

G-1: Sure.

K: And I sent the man away yesterday. Now, I can use $5,000 awful Goddamn well, but I had to send the son of a bitch away, see.

G-1: That's pretty rough.

K: That's rough as heck. That's right. That's Goddamn rough—

G-1: [laughs]

K: Course, I can't prove anything I say, see. I can give them possibly facts that in later years will prove to be exacting facts, yes. But, who the hell am I? I'm just George Koehler, a Goddamn time salesman for KYMR, see.

G-1: That's your position—you sell time.

K: That's right, I sell time on the radio. Yeah.

G-1: Have you been with the outfit very long?

K: About a year and a half.

G-1: Year and a half?

K: Almost two years.

G-1: Pretty good job?

K: No!

G-1: You…do your own selling. That is, you contact individuals who you feel might be sponsors interested in purchasing airtime?

K: That's right. That's my job.

G-1: Does it lead you to meet a lot of interesting people?

K: It does. A lot of interesting people. A great deal of interesting people. I enjoy the job a whole lot, mainly because I guess I'm naturally lazy. I don't know, I don't like working too hard; but, frankly, I believe that I have done a very outstanding job here, and I think that anybody will tell you that. I just like it, and Goddamn it, anything that you like, you can excel at, is what I've found out.

G-1: What do they judge you by? Your sales volume?

K: That's right.

G-1: Is that your connection to Davis at the Ford Plant?

K: I sell Morley B. Davies time, yeah.

G-1: So he's the agent for Ford.

K: He is the J. Walter Thompson representative for the Ford Motor Company for the entire United States.

G-1: Oh, I see.

K: One of the representatives. Let's put it that way.

G-1: He's the Western.

K: That's right.

G-1: Well, Davis apparently has heard any comment that you've made on this saucer business too.

K: I would say—

G-1: Have you told any others at all [inaudible] from time to time mention it?

K: Davies, I would say, heard the entire story. Now—

G-1: Well, the story we got was that you had actually seen these things.

K: Oh, Christ no! Hell no! Hum um.

G-1: Well, if you had seen one and then picked it up passing the story on—

K: Brother, if I had seen one, if I had seen one, see—

G-1: That's why we would want to talk to you.

K: And seen the occupants? Do you think I would have let that fella walk out of here with that $5,000 check to me?

G-2: You don't blame us for coming to see you, I mean.

K: No, I'm glad you did.

G- 2: When someone tells us that George Koehler has seen those damn things, and we want to see George Koehler.

K: And you want to see them, too.

G-1: Well, we're not, George. We're [inaudible; Koehler speaks over Hanson].

K: If it were just about, oh, let's say a month ago, and you wanted some information, so help me Christ, I'd of given you anything you wanted. But I think that you understand my position now and I just can't give any information. In fact, when people come up to me and start talking about flying discs, do you know what I tell them? Oh geez, don't bother me with that stuff anymore. I'm just so Goddamned sick of it. I just have [no] time for it. Now, that's right. I have people calling me up like this fella I talked to, as you were sitting there, from Kansas City. And he said, "I understand that you know a great deal about this thing, see—that you are an authority on it." I said, "That's a lot of crap, fella. I'm not an authority on this." And I said, "I don't know anything about it. Because I'm just sick. I'm just fed up with it right now. I don't even want to talk about it any more [sic]."

G-1: Well, I guess it could kinda grow on ya.

K: Yeah, it could. Of course, believe me, it is the most fascinating subject that I have ever found or have ever been able to talk about.

G-1: Well, George, ya know it's the next step anyhow. The world has been conquered as far as travel throughout the world, so if you want to go some place [sic]new, you've gotta get outside, don't ya?

K: Ha! Well, there's still a lot of places I haven't seen in this world. I'd be satisfied to see them.

G-1: Well, I mean if an individual has an encounter. But, mankind in general—

K: Oh yeah. Well—

G-1: Also, transportation can take you to any part of it now, and all the way around it probably without setting foot on land. And the next step is move out.

K: Well, I believe that I read not so long ago that we are making plans at the present time to visit the moon in about 30 years right here in the United States.

G-1: Yeah, I saw a newspaper article on that.

K: So, eh, it's possible. I don't know. Frankly, I wouldn't want to be one of the first.

G-1: Well, these stories, the plans actually have to precede any action on it.

K: Frankly, I believe if I saw one of these flying discs, I'd be the biggest Goddamn coward of any of us! I don't think I'd go near the son of a bitch for sheer fright, see.

G-1: Well, it's certainly—

K- I: Mean, I'd just like… Oh, there was this boy that was talkin' to me years and years ago. A fella came in to hold him up, see. Put that gun in his face, and that fella said, "I just took a poke right in his mouth." I said, "Is that right?" [inaudible] And, in about two weeks later I'm held up, see. And that guy held that gun in front of my face, and that son of a bitch just looked like I could just crawl right down the barrel. I could see the bottom of [the barrel], see. So I get big, tough and strong. And do you know what I said to the man? Every Goddamn thing he said to me, I said one thing: Yessir! Yessir! And when that son of a bitch left, I had cold sweat, and I shook for about 10 minutes later. I couldn't even tell the police what happened, see. So this bastard was telling me about this poke he took to this guy. He's a lying son of a bitch for my money.

I think I'd be inclined to do the same thing. I could make more money

G-1: some day [sic], but—

K: So that's the same way that I feel about this flying disc thing. I'm not too anxious to, ah, it's just, ah. Oh, I'd love to see it. I'd love to see the so-called occupants. I'd like to know how it's operated. I know approximately how it's operated, now. But I'd like all of the things in concrete evidence, right before me.

G-1: Sitting right there in front of you?

K: That's right. But I'm not too interested to [inaudible] the son of a bitch.

G-2: That's what we came here to see.

K: You thought that I had it in my pocket, ah.

G-2: No, not one of the machines, but we understand you had two parts from it.

K: No, I don't have any parts from it.

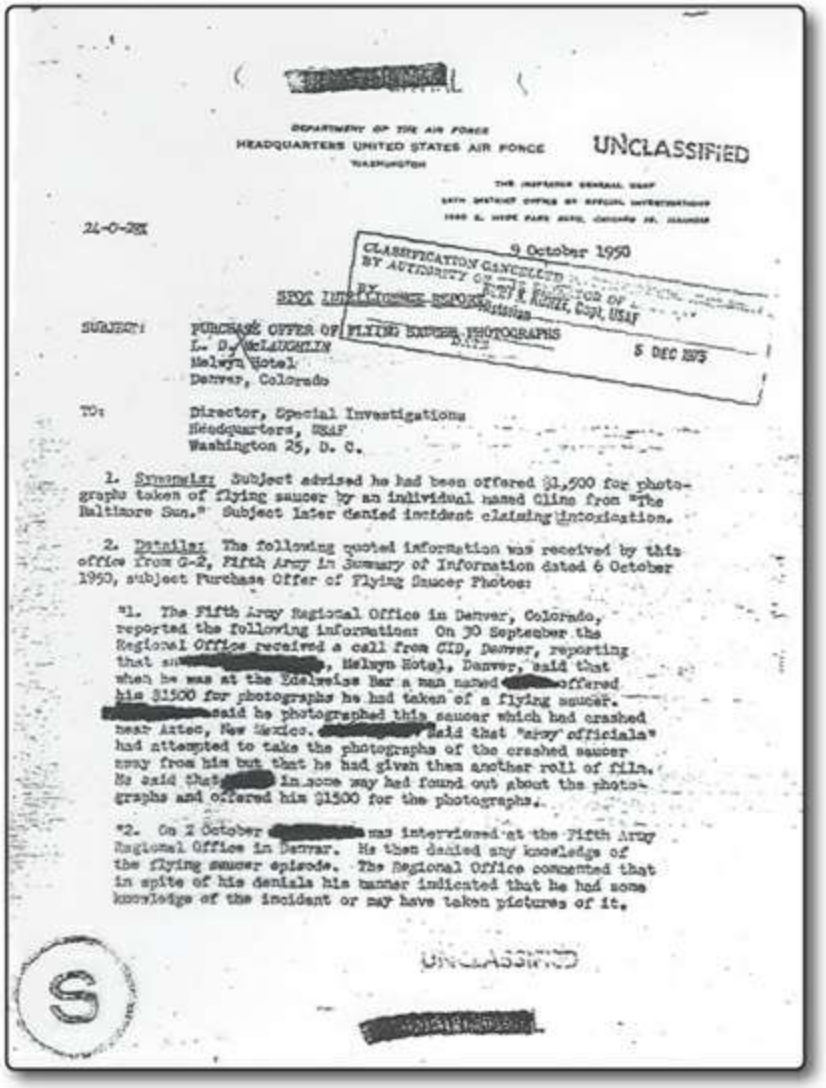
G-1: Well, you don't blame us for coming into see you and—

K: Not at all, and you are welcome at any time.

The next episode with the "Alphabet Soup" characters unfolded in Denver on September 30, 1950. The Army CID (Counter Intelligence Division) reported that a "sting operation" was staged at the Edelweiss Bar in the Melwyn Hotel in Denver. Actually, the Edelweiss Bar was next door to the Melwyn Hotel, and the bar was the setting where the FBI and the Army CID were trying to intercept the sale of photographs of the Aztec flying saucer. The seller was L.D. Mclaughlin, and the buyer was Mr. Cline from The Baltimore Sun. The FBI and the CID from Fifth Army Headquarters in Denver participated in the operation. Following are excerpts from the letter from the Air Force OSI.[8] (See the image on pages 224–225.)

1. The Fifth Army Regional Office in Denver, Colorado reported the following information: On 30 September the Regional Office received a call from C.I.D, Denver, said that an XXXXX (Redacted), Melwyn Hotel, Denver, said that when he was at the Edelweiss Bar a man named XXXXX (Redacted) offered him $1,500 for the photographs he had taken

of a flying saucer which had crashed near Aztec, New Mexico. XXXXX (Redacted) said that "Army Officials" had attempted to take the photographs of the crashed saucer away from him but that he had given them another roll of film. He said that XXXXX (Redacted) in some way found out about the photographs and offered him $1,500 for the photographs.



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON

UNCLASSIFIED

24-0-2X

9 October 1950

CLASSIFICATION CANCELLED
BY AUTHORITY OF
BY
Robert E. Kunzig, Capt, USAF

SUBJECT: PURCHASE OFFER OF FLYING SAUCER PHOTOGRAPHS
L. D. McLAUGHLIN
Melwyn Hotel
Denver, Colorado

5 DEC 1950

TO: Director, Special Investigations
Headquarters, USAF
Washington 25, D. C.

1. Synopsis: Subject advised he had been offered $1,500 for photographs taken of flying saucer by an individual named Cline from "The Baltimore Sun." Subject later denied incident claiming intoxication.

2. Details: The following quoted information was received by this office from G-2, Fifth Army in Summary of Information dated 6 October 1950, subject Purchase Offer of Flying Saucer Photos:

"1. The Fifth Army Regional Office in Denver, Colorado, reported the following information: On 30 September the Regional Office received a call from CID, Denver, reporting that [redacted], Melwyn Hotel, Denver, said that when he was at the Edelweiss Bar a man named [redacted] offered him $1500 for photographs he had taken of a flying saucer. [redacted] said he photographed this saucer which had crashed near Aztec, New Mexico. [redacted] said that "army officials" had attempted to take the photographs of the crashed saucer away from him but that he had given them another roll of film. He said that [redacted] in some way had found out about the photographs and offered him $1500 for the photographs.

"2. On 2 October [redacted] was interviewed at the Fifth Army Regional Office in Denver. He then denied any knowledge of the flying saucer episode. The Regional Office commented that in spite of his denials his manner indicated that he had some knowledge of the incident or may have taken pictures of it.

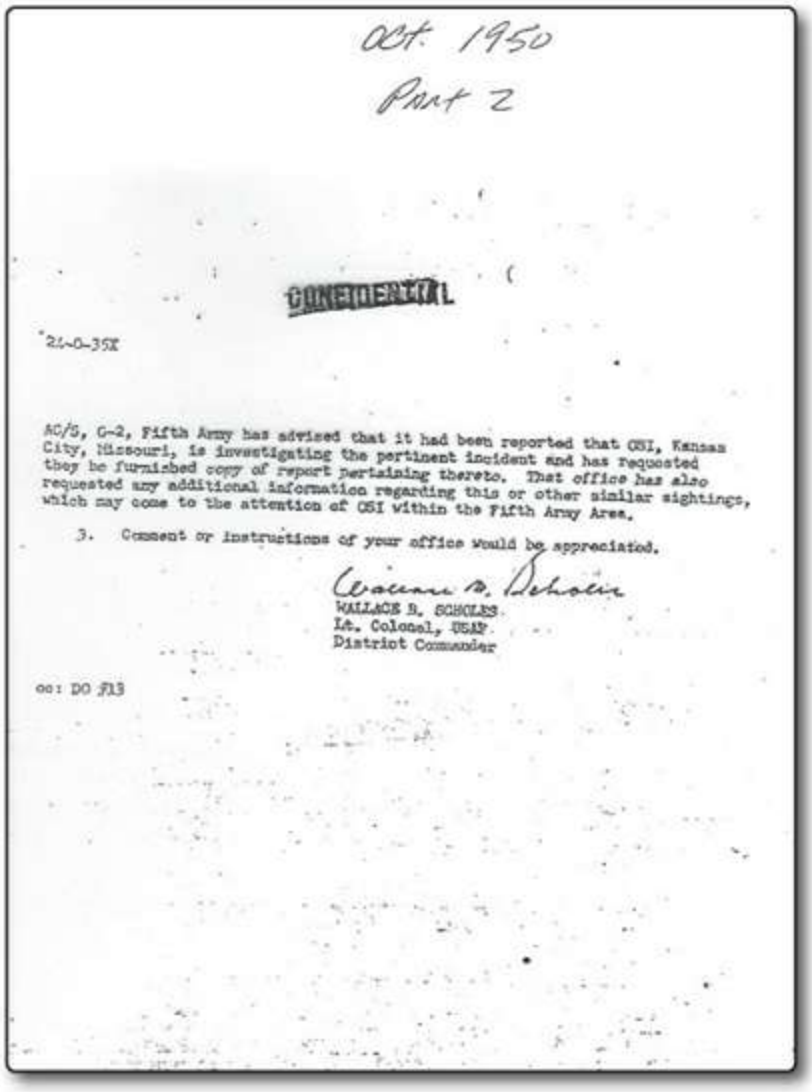
UNCLASSIFIED

[redacted]

Air Force document describing the Melwyn Hotel "Aztec Photos" sting, October 9, 1950.

2. "On October 2, 1950 XXXXX (Redacted) was interviewed at the Fifth Army Regional Office in Denver. He then denied any knowledge of the flying saucer episode. The Regional Office commented that in spite of his

denials his manner indicated that he had some knowledge of the incident or may have taken pictures of it."



Oct. 1950
Part 2

CONFIDENTIAL

240-35X

AC/S, G-2, Fifth Army has advised that it had been reported that OSI, Kansas City, Missouri, is investigating the pertinent incident and has requested they be furnished copy of report pertaining thereto. That office has also requested any additional information regarding this or other similar sightings, which may come to the attention of OSI within the Fifth Army Area.

3. Comment or instructions of your office would be appreciated.

WALLACE B. SCHOLES
Lt. Colonel, USAF
District Commander

cc: DO 713

Air Force document describing the Melwyn Hotel "Aztec Photos."

So, how do we know that McLaughlin was the seller and that the buyer was Cline? This is the easy part, as the letter from Fifth Army to the Air Force Office of Special Investigation did not redact the Subject line and the Synopsis section of the letter.

The last paragraph claims that McLaughlin was intoxicated. This is another point in our research where the Army is mentioned as the branch involved in the recovery of a flying saucer on the mesa.

Now our investigation of this incident begins. Early in 2009, I (Scott)

contacted the Baltimore Sun Times to see who Mr. Cline was. That he might still be alive for an interview was the first thought that ran through my mind. I contacted Joe Burris, a well-known investigative reporter for the Sun. Joe has an excellent reputation for his reporting, so I focused on him. I looked up articles he had written and the excellent work he had done in and around the Beltway. He seemed to fit the bill as a guy I wanted to talk to.

Joe directed me to one of the human resources people at the paper, and we did a long and exhaustive search for Cline over several months in mid-2000. After coming up with nothing, we decided to do an entire name check with Kline, Klein, Klien, Clein, and every variation we could think of. At the end of the long search, we came up with only a "Cline" who worked at the Baltimore Sun or Baltimore Sun Times, in the "Life and Entertainment" section in 1979, and was certainly not the Cline we were looking from the 1950s era.

We then looked into the records for anyone who worked for the Baltimore Sun or Baltimore Sun Times in the 1950s and found one former Sun staff member still alive and well, and living in Maryland.

He explained that no one by the name of Cline worked at the paper in the early 1950s. The next question was: Did anyone work for the paper that would have had an assignment that would have taken him to Denver to buy flying saucer photographs? His reply was "No way. We would have never sent a guy to Denver to retrieve pictures of a flying saucer for the paper, let alone pay the $1,500 for such, even though flying saucers were a hot topic, and they would have made great copy for the front page."[9]

So, who was this mysterious Cline who may have out-foxed the FBI, AFOSI, and Army CID? All of these groups deal in intelligence, so how could they have been duped? If Cline, regardless of spelling, did not work for the Baltimore Sun or Sun Times, whom did he work for? The simplest explanation suggests that he was a ringer sent in by a government agency to get the photos.

The next question seeks the identity of L.D. McLaughlin, who supposedly had photos of the Aztec saucer to sell.

It would seem that he is certainly not the Navy Commander R.B. McLaughlin who worked at White Sands and called his own press conference concerning a flying saucer incident at the missile range that was reported in many other news outlets at the time. That McLaughlin was with the Navy and said he had observed a flying saucer interfering with a missile launch at White Sands Missile Range. Soon after his public announcement, he was assigned to

destroyer duty in the Pacific.

It can be presumed that if the McLaughlin in the Edelweiss Bar were in the Navy, he would be referred to simply as "Navy personnel" instead of just L.D. McLaughlin. It is obvious, too, that the initials are not the same as those of the Commander.

We authors have speculated and constructed a scenario for the photo incident. If we assume that L.D. McLaughlin had photographs of the flying saucer that crashed or landed near Aztec, and the man called Cline contacted him as part of a government operation, then we have a reason why an Army CID report was filed in the first place. Because the CID report does not include the results of the meeting between McLaughlin and Cline, it is possible that Cline was with another government agency, not part of the elite CID or AFOSI. This would place Cline in a higher agency. Perhaps he had the credentials to bully his way past both the Army and the Air Force operatives, convincing them that he was a genuine reporter from the Baltimore newspaper, and thus not subject to their authority. This is speculation, but the event really happened.

When Cline walked into the Edelweiss Bar, we can be sure that McLaughlin either sold him some kind of photographs or backed off from the sale. The report does not reveal what happened, and both Cline and McLaughlin fade from the historical record. Yet, operations of this kind cost money, over and above the offer of $1,500, and keeping in mind that the average price of a new automobile in 1950 was $1,510.

Without a Baltimore reporter named Cline, there is no newspaper connection, and because we have no Cline working for the paper, we still do not know who was hiding behind a reporter's credentials. So, as we close this portion of the story, we must ask again: Who duped the CID and AFOSI, and what happened to those photographs that were valued so highly? Who was McLaughlin, and where did he get the photos whose existence has been rumored for years? It should be remembered that the late author Chris Evans interviewed Scully's widow, Alice, who personally assured him that black and white photos of the Aztec saucer did exist, as she herself had seen them when her husband was alive.[10]

Bill Steinman's book UFO Crash at Aztec includes other supporting documents on Aztec including the field reports of the meeting with Koehler, Hansen, and Unger. Other government documents included in Steinman's book

mention a flying saucer that landed "near Aztec, New Mexico."[11]

We requested from the CID, the FBI, and AFOSI, through the Freedom of Information Act, a release of all documents related to these known reports, as the originating documents started with them and have their letterheads, file numbers, and signatures. All requests were returned with a letter from all agencies informing me (Scott) that they had no knowledge of this event. I then sent the copies of the declassified letter for their review. An answer I got was another letter stating that all records of that time period have been destroyed. This is the classic 50-year rule that researchers hear about from time to time: If a document is older than 50 years the government, by law, is allowed to destroy such a document, seemingly to make space in the archives for newer material.

The same explanations were given in the Roswell case, but responsible researchers say that the implications of these flying saucer recoveries make it unlikely that the documents were destroyed; however, it does make sense that they would be removed from possible public access, regardless of the cost.

Keeping in mind that this case drew the attention of the FBI, the Army CID, and the AFOSI at the height of the Cold War, the flying saucer phenomenon could have had major implications for national security. Would such documents ever be destroyed as part of a routine paper purge?

A skeptic might suggest that the photo sting might have been part of a con attempting to capitalize on Scully's best-selling book, but the other interesting part of history is that Scully's book was newly published that month, but not yet on book-sellers' shelves when this sting took place. If this were part of some crazy marketing scheme by Scully, he would surely have made reference to Aztec photos in his book, but no such reference is found in the book to photographs other than the Dr. Gee comments about them.

At the same time as the Denver events, Silas Newton and Frank Scully were communicating by letter expressing concern about the health of Dr. Gee. Even in their correspondence, they maintain the code for the several scientists lumped under that name. In this case, Newton writes to Scully that one particular Dr. Gee is living in a hotel, and he is concerned that "Dr. Gee may have blood poisoning."[12] Again, we have to rule out Silas Newton and Dr. Gee as having any part in a sale of Aztec photographs unless Dr. Gee experienced a remarkable recovery. Then we would have to ask why the mysterious Dr. Gee or Dr. Gees (plural) would risk putting themselves in that position?

It should be emphasized that the neither the Aztec Incident nor the photo caper was a part of public awareness prior to the release of Scully's book. The famous Denver Lecture with Silas Newton was given March 8, 1950, and, other than government agencies, nobody knew the details concerning the Aztec flying saucer story. This alone would rule out the possibility of anyone reading Scully's book and then trying to make a fast $1,500 through some reporter who did not exist in the first place!

The involvement of all these major governmental agencies at the time of the Aztec Incident, and two years later at the time just before Scully's book was published, reveals a powerful mystery that has taken more than 50 years to uncover. It was first resurrected by Steinman in 1986 and now fully explored in this book that has been close to 30 years in preparation.

13

Recent Revelations and Mysterious Visits

> "Do note that the greater the education, the more likely a person is to be a believer."
>
> —Stanton Friedman, 2008[1]

This book reveals not only the incontrovertible proof of the flying saucer recovered on Hart Canyon Mesa in March 1948, it also shows the successful Army cover-up following that recovery. Of course, readers are not surprised by the tactics of the U.S. military, as shown in a 1996 CNN/Time poll that found 80 percent said they believed that the government is hiding the existence of extraterrestrial life forms, and a 1997 Gallup poll that found that 71 percent of respondents said they believed the U.S. government knows more about UFOs than it has revealed.[2] These findings show a sea change from similar polls taken 60 years ago when UFO believers were in a distinct minority.

Today's readers and media users need to be reminded that the willingness to accept flying saucer landings, crashes, and abductions is more recent than they might think. The 1947 Roswell Incident was virtually unknown until researcher Stanton Friedman met former USAF intelligence officer Jesse Marcel in Houma, Louisiana, in 1978. Then, after the 1980 book The Roswell Incident, the reality of that world-changing crash close to Corona, New Mexico, became a commonly accepted belief everywhere. In 1947, the Roswell crash was a one-day story that died as quickly as it was released. Only the decades since 1980 have yielded the facts of that event.

In the 1950 book in which Frank Scully first documented the Aztec, New Mexico, saucer resides an interesting review. Scully took it upon himself to chronicle what he called "The Post-Fortean File 1947-1950," referring to the well-known books of Charles Fort. Scully listed events beginning with

Kenneth Arnold's June 1947 sighting and continuing for 40 pages of flying saucer sightings and news articles about flying discs gleaned from newspapers of the period. He even mentions the Circleville, Ohio, find of a 50-inch object covered in tinfoil that was immediately recognized as a radar target from a balloon.

Scully also recorded how his own writings were reported in other media. Though he attempted to be exhaustive, the one-day Roswell saucer story was not listed in his chronology. We mention this here to reinforce the success of the government in suppressing sightings generally, and particularly the now-proven recoveries of crashed saucers.

This book presents "A Timetable of Discovery" later in this chapter to show how recovered flying saucers almost became part of public consciousness from 1947 to 1950, but then were buried deep for almost 30 years. Not only was the government able to suppress Aztec, despite the incident being read about by more than 50,000 American book buyers, but the massive flyover of saucers at Farmington, New Mexico, 11 miles from Aztec, in March 1950 was also kept away from public awareness outside the Four Corners area. The debunkers were just beginning.

Then came the Robertson Panel of 1952–53, whose task was to explain away the saucers that overflew the nation's capital (and the Capitol itself!) in July 1952. The panel summarized its finding that there were no threats to national security and thus implied that there was nothing to the thousands of sightings. The intent was for the public to abandon interest in flying saucers and stop reporting the sightings.

The establishment of Project Sign in 1947 and its successor, Project Grudge, in 1949 was designed to gather information on sightings and to interview witnesses. It was followed in 1952 by the well-known Project Blue Book, which ostensibly was empaneled to continue the study of UFOs but actually was an office with a skeleton staff, whose mission was to explain away average sightings, while more credible reports never made it to Blue Book in the first place.

A Fugitive From the Condon Committee

The second government-financed effort to silence all UFO reports was funded by the USAF and entrusted to the Condon Committee in 1966, which was predetermined to find that there was no evidence of any substance to UFO

phenomena. After the predictable report was filed in 1968, Project Blue Book was closed in December 1969.

In the fall of 2003 Dr. Roy Craig was invited to speak at the Aztec 2004 Symposium. It was to be held in March of the next year. I (Scott) was on the Friends of The Library Committee, and Randy Barnes and I were tasked with selecting speakers. We always liked to present opposing views, as shown with our invitations to other skeptics like Karl Pflock and Dave Thomas in previous years. Craig lived in Colorado, just across the border of New Mexico, so travel to Aztec would have been shorter than some people's morning commute.

I was a little hesitant to call him, but his years working on the Condon Committee for the Air Force intrigued me, as it did the rest of the Aztec board members. The Condon Committee was sponsored by the United States Air Force to study known UFO (flying saucer) cases and have them evaluated by scientists rather than Air Force people. Colorado University was paid $131,000 per year for this 1966–68 study. The Air Force history of UFO studies began with Project Sign in 1947, then onto Project Grudge in 1949, and then Project Blue Book in 1952. When flying saucers flew over Washington, DC, in July 1952, the Air Force set up the Robertson Panel, whose report in 1953 assured the public that there was no reality to UFOs.

Because waves of UFO reports never stopped, the Air Force set up the Condon Committee in the summer of 1968 under the direction of Edward Condon at the University of Colorado. The committee was comprised of scientific community luminaries such as astronomer William K. Hatmann, Michael Wertheimer, Dan Culbertson, James Wadsworth, and Norman Levine, as well as Dr. Roy Craig. The committee was given reports to study not only from the Air Force, but also from independent UFO groups such as Donald Keyhoe and Richard Hall from National Investigations Committee On Aerial Phenomena (NICAP), and independent researchers from Aerial Phenomena Research Organization (APRO).

Craig had made several comments during his time with the Condon Committee describing flying saucers as "utter nonsense," "highly suspect," and "unexplained, but very weak."[3] When he answered my phone call my misgivings evaporated, as Craig had a soothing voice. He seemed to listen carefully as I explained who we were and what we were trying to accomplish. I was surprised to learn that he had attended the first UFO Symposium held in Aztec in 1998 and enjoyed it very much. When I asked him if he had ever been

to the crash site, to my shock he said he's been there "several dozen times."[4] I had expected him to laugh, as many did back then at the brief mention of an Aztec UFO crash.

Craig told me that the committee was given cases for which the conclusion was pre-determined. He volunteered that Aztec fascinated him and that the committee would have loved to study a case like Aztec. In his words, "all the players were still alive and the crash site was known to most." He enjoyed taking hikes out at the crash site and noted that "there was enough physical evidence there to make a case to study." He explained that the Condon Committee was a public relations committee, more than a scientific committee. The Air Force had set up an "independent" committee of well-known scientists who were supposed reach a pre-determined outcome: Flying saucers do not exist and there is no need to study any further.

When we were getting ready to sign off from our conversation, Craig explained that he would not be there in March 2004. He then explained he was dying of cancer and doubted he would be alive at the time of the symposium. Sadly, Craig died March 18, 2004, just days before the 2004 UFO Symposium.

Despite two government findings that flying saucers do not exist, the public continued to see inexplicable things in the sky and on the ground, but from 1950 to 1980 there was very little awareness of the major proofs that alien spacecraft not only visited Earth, but that some had crashed and were recovered and jealously guarded by government agencies practicing unrelenting secrecy.

The watershed of secrecy in the Aztec case keeps returning to the fraud trial of Silas Newton and Leo GeBauer. After a spurious conviction in December 1953, UFO research avoided any hint of crashed or recovered flying saucers.

Many responsible organizations, such as National Investigations Committee on Aerial Phenomena and the Mutual UFO Network, continued to investigate flying saucer sightings. The original NICAP was a major research organization from 1956 into the 1980s; MUFON was started in 1969 and still remains active today. Donald Keyhoe, of NICAP, published several well-researched books with the theme that flying saucers were real and that they were piloted by aliens from outer space.

The Aerial Phenomenon Research Organization in New Mexico/Arizona was operated by Coral and Jim Lorenzen to process reports of UFO events, and it was active from 1952 to 1988. The APRO authors published newsletters

and a series of books on flying saucers. The Lorenzens released their book Flying Saucer Occupants in 1967, but the Roswell and Aztec Incidents were not mentioned in that book or, for that matter, in others of the multitude of UFO books and magazines published up until 1980. It is not that UFOs were not of interest, but crashed saucers and recovered crew members were beyond the pale of responsible coverage to most.

The Leonard Stringfield Enigma

Occasionally articles did mention landed saucers or even dead bodies of occupants. Leonard Stringfield (1920–1994) founded Civilian Research, Interplanetary Flying Objects (CRIFOS) in 1957 and also worked with NICAP. His status reports for CRIFOS included accounts of alien autopsies and encounters with aliens, reports that were distributed mainly to a special interest segment of the UFO community.

Stringfield was an important UFO investigator because he had a long Air Force Intelligence background and had many connections to secret sources. Close to the end of WWII, he experienced a UFO sighting while with the Army Air Corps. His status reports clearly described recovered alien bodies and encounters with aliens. He kept his confidences and never identified his sources, which meant that his reports remained tantalizing but unconfirmed. Serious UFO researchers trusted Stringfield's information, however. His occasional references to Aztec generally were uncomplimentary to Frank Scully and were accepting of the hoax cover story. He blamed Scully for starting the "little green men" stories that became standard cartoon fare in that era.[5] In Status Report III (p.1) Steinman writes the standard dismissal, "… remembered Frank Scully, who in the early 1950s wrote a book about a saucer crash in 1948 in Aztec, New Mexico. The book, using some allegedly shady characters, was declared a hoax and Scully was axed into disgrace."[6] Stringfield obviously changed his mind between 1982 and 1991.

Perhaps Stringfield warmed up to William Steinman enough to write the foreword to Steinman's book. Though he wrote that Steinman's absence of firsthand witnesses to the Aztec saucer landing was a serious detriment to the story, he expressed admiration for Steinman's diligent research. Of course, Scott later found living witnesses who had been on the mesa with the saucer in 1948.

The most interesting of Stringfield's references to Aztec came in his scarce

UFO Crash Retrievals: The Inner Sanctum, Status Report VI in 1991 (pages 40–51). Here, years after writing a book foreword for Steinman, Stringfield finds another anonymous witness who speaks in detail of a "Farmington crash" but whose details are definitely from Aztec, right down to the puncture of the porthole in the dome and the shape of the craft so meticulous that a computer-generated image was created for his book that is identical to the disc described in this book.

Some information shows discrepancies as to dates and details, but that is to be expected; however, the small diameter hole in the porthole and the flat disc with top and bottom domes, lying on the ground at a five- to 10-degree tilt could be nothing but the Aztec saucer being described by a member of the original military recovery crew. This man remembered 14 bodies in the craft, as opposed to the 16 remembered by witnesses researched by the current authors.

Leonard Stringfield's publications remain scarce, but he recorded much about crashed saucers and alien bodies. At the end, before his death, he began to see Aztec as a real event. In his final Status Report VII (p.3) in 1994, he states definitively, "At this writing, I have 45 firsthand sources who claim to have witnessed the alien craft and/or the bodies in government custody."[7] He believed that "most" were telling the truth.

UFOs: The Interim Years

UFO groups sprang up like mushrooms in the 1950s through the 1980s, and the fringe believers built landing strips in California, holding conventions at places such as Giant Rock (sometimes referred to as "Great Rock") while listening to contactees who claimed to have taken rides in flying saucers. However, after the Betty and Barney Hill abductions in 1961, the UFO ideal of benevolent blond space brothers changed, and, combined with the reality of Travis Walton's 1975 abduction, ushered in a new era.

Thirty years after the successful suppression of both Roswell and Aztec, the publication of The Roswell Incident in 1980 was the first widely published account of a real flying saucer crash and recovery. The book awakened public surety that flying saucers were real and that they had not only abducted humans, but that there were real crashes and recoveries. The first book on Roswell heralded an avalanche of works that have become too many to list. Even though the Roswell Incident came to be accepted by most people as a proven recovery

of an alien spacecraft, Aztec still labored under the stigma of being a hoax.

The cover-up dam was then breached by William Steinman, who went back to Scully's book and decided to investigate the Aztec Incident. His 1986 book, UFO Crash at Aztec: A Well-Kept Secret, came out the same year as Scott coincidentally heard about what locals refer to as "the old crash site" at Aztec and began his on-site investigations before he ever heard of Steinman's book. The culmination of that work and the reality of Aztec is documented in this book.

After Steinman's book, researcher Chris Evans independently dug into the Aztec story, even interviewing the Scully family to confirm that Frank Scully had protected the names of the scientists who secretly worked on the Aztec recovery. Evans's 2003 book, Alien Conspiracy, gave additional support to the story.

Now with proof of the location of the Aztec saucer recovery and evidence confirming its reality, Scott and friends financed the erection of a plaque at the center of the landing spot, commemorating the event for all who visited Hart Canyon. It was also during this post-2000 period that Scott worked with ufo.com to release the first DVD on Aztec: Aztec 1948 UFO Crash, in 2004, excerpts from which are still available on YouTube.

In the wake of the Aztec DVD, the History Channel's series The UFO Files produced episode "Hangar 18," in which a re-enactment of the oil field workers' discovery of the Aztec saucer is presented in much the same way as Roswell was re-enacted in earlier decades. This documentary is still regularly shown on The History Channel.

As the Ramseys and Frank Thayer were working on the definitive book about Aztec in 2011, a prominent Mexican TV personality came to Aztec, filmed a full documentary about the Aztec Incident, and interviewed the Ramseys and Thayer as part of a bilingual production aired under the series name Tercer Milenio (Third Millennium) and seen throughout Mexico and Central America.

Internet sites referencing the Aztec Incident have increased in number and have changed in the past three years, although the standard and unsourced Wikipedia reference to Aztec still calls it a "hoaxed event." In two pages of Aztec links on the Internet, there is an increasing acceptance of the validity of the event. Some sites are sourced to the authors of this book, and, as well, web surfers can find the usual debunker sites claiming, "It clearly is a hoax, and that is all that it has ever been," as quoted from author Kevin Randle, in his 1995

book A History of UFO Crashes.[8] Of course that statement was written before Scott found living witnesses who were present on the mesa in 1948.

For those seeking names of researchers, UFO authors, and known names in the field, the most complete bibliography is found at bibliography-Tripod (http://gluckt.tripod.com/ufofacts/names.html), although the Ramseys and Thayer are not currently listed among the names cited there.

Mystery Visitor to Hart Canyon

A man on foot appeared in Aztec, New Mexico, in June 1975, and the closer we look at the event, the more mysterious becomes the story, as told to William Steinman by Harvey and Vivian Melton.[9] He gave his name as Raymond Meier, and he said he was a retired U.S. Marine Corps major from Albuquerque. By all accounts he looked more like a hippy of the era, with a backpack and longish white hair. By the Meltons' account, he was of muscular build and robustly healthy, with an unusual "rosy glow."[10] They also said he was quiet and polite. He said was looking for someone with a four-wheel drive vehicle who could take him to the spot where a flying saucer had crashed.

When he met the Meltons, they agreed to drive him. The three went to the Benson Leeper ranch, where Leeper was invited to join them. By all accounts, once Meier was on the road, he was able to recognize the exact spot where the Aztec saucer landed. With our recent research, we are now certain that Leeper was at the crash site on the day of the 1948 event, though he never revealed it to anyone but his wife.

Meier spent an hour on the mesa, examining items and "snapping pictures," the Meltons said. He returned with the Meltons and joined them for dinner. Strangely, and even though Mrs. Melton was an excellent cook, Meier would only eat the vegetables he carried in his backpack. The Meltons invited him to spend the night in the Spartan travel trailer on their property

Meier left Aztec the next day, on foot as far as the Meltons knew. He sent the Meltons a thank-you letter, but when they wrote back to the return address on the envelope, it was returned marked "not at this address." Who was "Meier"? How did he know the crash location? How did he disappear almost as quickly as he appeared? If Meier was a retired officer in 1975, he was old enough to have been in the service at the time of the recovery, but he did know the site location. As likely as not his identity was what intelligence officials

call “a legend”: false from name and background all the way to blind addresses.

As for Benson Leeper, by 1975 he was one of the most prominent ranchers in San Juan County, but he had come to Aztec many years before with his wife, Ruby—on foot, as the couple had walked from Oklahoma during the depression, headed for California. They stopped in Aztec when a rancher gave Benson a job. Leeper’s hard work and industry served him well, as did the fact that he was at the site of the crash in 1948.

Still unconfirmed is a story told by Ruby in her later years that the man named Meier may have visited Hart Canyon more than once, and that, on the other occasion, he arrived at the Leeper ranch on foot and departed the same way.[11] Unfortunately, the date of that other alleged visit has not been confirmed, so the Meier story remains incomplete for now, but certainly a mystery.

Steinman also wrote about Richard Miller, another visitor to Hart Canyon, who in 1952 was guided to the mesa by an anonymous friend, who had supposedly learned the location from someone who had been part of the recovery effort.

Miller became known to UFO researchers mainly after he became a contactee in 1954, and notes from the Internet show that he was in the military at the time when the Army Air Corps became the U.S. Air Force. He later produced a series of audio tapes. In 1952 and for some time after that, he sought out UFO researchers to make Aztec the center of the flying saucer story, but the Cahn con had by then rendered Aztec untouchable. According to Steinman’s account, Miller attempted to get funding from researchers in the early 1950s to “excavate the top of the mesa.”[12] Fortunately he was unsuccessful, because the saucer itself was intact on landing and left no artifacts or debris, save that which remained from the military presence during the recovery. Miller’s visits were not generally known until Steinman did his pioneering field research in the early 1980s.

A Timetable of Aztec Discovery	
June 24, 1947	Kenneth Arnold reported a flight of UFOs near Mt. Rainier, Washington.
July 8, 1947	“Roswell AAF Captures Flying Saucer” (Roswell Daily Record).

July 9, 1947	"General Ramey Empties Roswell Saucer" (Roswell Daily Record).
1947	Government Project Sign initiated to collect flying saucer data.
March 25, 1948	Landed flying saucer recovered on Hart Canyon Mesa near Aztec, New Mexico.
1949	Government Project Grudge replaced Project Sign.
March 8, 1950	Silas Newton, as "Scientist X," delivered a lecture at the University of Denver, revealing that a flying saucer landed and was recovered "within 500 miles of this city."[13] The lecture was recorded by Newton's friend George Koehler of radio station KMYR.
March 16–18, 1950	Mass flyover of flying saucers at Farmington, New Mexico, seen by hundreds and reported in The Farmington Daily Times, but not carried by the wire services. Debunked by a state policeman who said the saucers were fluff from cottonwood trees.
July 1950	Flying Saucers Are Real by Donald Keyhoe published. Page 165 mentions the visit to George Koehler at radio station KMYR in Denver, Colorado, then dismisses the "little men" story as told by Silas Newton in the Denver lecture.
September 1950	Behind the Flying Saucers by Frank

	Scully published by Henry Holt & Co.
1952	Project Blue Book initiated, replacing Project Grudge.
July 19–20, 1952	UFOs overflew Washington, D.C.
1952–1953	The Robertson Panel debunked all UFO accounts to discourage public interest in flying saucers.
September 12, 1952	The Flatwoods Monster case, a landing case in West Virginia that was heavily debunked as a meteor until researched and revived by Frank Feschino in 2002, resulting in two books by that author.
September 1952	"The Flying Saucers and the Mysterious Little Men" article by J.P. Cahn appeared in the September 1952 edition of True Magazine, attacking Silas Newton and Leo GeBauer in order to debunk claims of a recovered flying saucer.
November 1953	Silas Newton and Leo GeBauer faced fraud charges in the district court in Denver, Colorado, with charges partially engineered by J.P. Cahn.
1953–1978	An avalanche of UFO reports, books, magazine articles, movies, and TV documentaries carried little or no information about the Roswell or Aztec Incidents. Those who discussed possible UFO occupants, such as Leonard Stringfield and the Lorenzens, were not well known outside UFO community, and Stringfield never named his sources.

November 1968	The Condon Report issued to debunk all UFO reports and bring an end to official government study of UFOs as well as to discourage any public reporting of incidents.
December 1969	Project Blue Book terminated, ending the open government study of UFO reports.
October 27, 1974	Professor Robert Carr interviewed in the Clearwater Sun; he mentioned alien bodies from the Aztec crash.
1975	The man calling himself Raymond Meier got off a bus north of Aztec and asked Harvey and Vivian Melton to drive him to the place where a flying saucer crashed.
February 21, 1978	Stanton Friedman interviewed Jesse Marcel by telephone for the first time about a flying saucer crash near Roswell, New Mexico.
1980	The Roswell Incident, the first book about a flying saucer crash near Corona, New Mexico, published by Berlitz & Moore.
July 5, 1982	William Steinman arrived in Aztec to personally investigate the information reported in Frank Scully's 1950 book.
1986	While visiting the Four Corners area promoting his nationwide electric wire business, Scott Ramsey heard about "the old crash site," as locals referred to it, and becomes curious about the story—thus beginning a research agenda that continues to the

	present day.
1986	UFO Crash at Aztec by William Steinman and Wendelle Stevens published.
Spring 2000	The first plaque commemorating the Aztec Incident installed by Scott Ramsey and friends at the crash site in Hart Canyon.
2003	Dr. Roy Craig, of debunking Condon Committee fame, admitted to Scott Ramsey in a telephone interview that he had visited the Aztec crash site "several dozen times."
2003	The Alien Conspiracy by Chris Evans, with emphasis on Aztec as "the Mother of All Alien Crash Tales," published.
2004	Aztec 1948 UFO Crash DVD issued by ufotv.com with Scott Ramsey.
November 6, 2006	Aztec Incident depicted in the episode "Hangar 18: The UFO Warehouse" on The UFO Files (The History Channel series).
2011	Aztec Incident TV documentary in the Mexico series Tercer Milenio (The Third Millennium), including interviews w/the Ramseys and Frank Thayer, released.
2012	The Aztec Incident: Recovery at Hart Canyon by Scott Ramsey, Suzanne Ramsey, Frank Thayer, and Frank Warren, published.
	The Aztec UFO Incident by Scott

2015	Ramsey, Suzanne Thayer, and Frank Thayer, published by New Page Books.

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Dr. Gee and the Mystery Men

> "Men who would talk freely in the summer of 1949 wouldn't tell their story for $20,000,000 by the summer of 1950. But I remembered. Better then elephants, I remember. In fact, elephants come to me when they forget."
>
> —Frank Scully, 1950[1]

Our research into 2015 proves to us that Frank Scully's book Behind the Flying Saucers is very close to the truth in every detail. Some people have written off the Aztec Incident—and Frank Scully, for that matter—because of J.P. Cahn's magazine article claim that Silas Newton and Leo GeBauer were con men, thus making the Aztec crash story a hoax. As you read this book you will conclude that, even if Newton and GeBauer are removed from the story, Aztec has a foundation stronger than the anomalous concrete pad found on Hart Canyon Mesa.

That said, we now look into the mysterious Dr. Gee and the other secret scientists whom Frank Scully rolled into a composite with that name and who were the sources for the facts in Scully's book. It was primarily the poison pen article by Cahn in True Magazine that claimed all the Dr. Gee scientists were actually one man: Phoenix businessman Leo GeBauer—a patent falsehood.

References to the scientist or scientists are scattered throughout Scully's book, and in one reference Dr. Gee was described as a man "having more degrees that a thermometer."[2] Later in his book, Scully described Dr. Gee as a composite of nine scientists who came forward and talked with him about the Aztec crash. We narrowed our search for these secret scientists based on the descriptions offered by Scully, and we will attempt to identify them.

Some of the 1948 Aztec events as told to Scully by Dr. Gee seemed far-

fetched to the 1950 reader. When we began to investigate what was really happening behind the scenes with military and defense contractors in the late 1940s, a picture came into focus that would make the Aztec saucer recovery seem much more plausible. Here we are, 60-plus years later, determined to pierce the curtain of secrecy that descended in 1950.

Several factors link the research scientists to Aztec. First, they could have known or have been associated with Silas Newton, an educated geophysicist, who then introduced them to Frank Scully. Second, their research into magnetics would have placed them in critical positions during WWII, working with Vannevar Bush. Third, their expertise would make them natural choices to study the futuristic field propulsion of a recovered flying saucer. Finally, they would have some connection with the seminal pre–WWII organization Geophysical Services, Inc.

Searching for the Mystery Men

We began a search for the scientists who were working with classified projects in the 1940s, as well as verifying their fields of research. We closely examined the education that Scully claimed for Dr. Gee as well as those who worked on the "top shelf" projects Scully claimed. The most important question might be whether someone in government or the military believed that national security was threatened when these flying disc stories or allegations appeared in Scully's book.

A small company named Geophysical Services, Inc. (GSI) was started in 1930 by several men, in much the way that small computer companies such as Apple or Microsoft began in the 1980s. These men at GSI were great thinkers and well ahead of their time. They had big ideas and enough working capital to turn their dreams into a product that would locate oil under the ground in a way that no other instrument had ever done. This device would eventually contribute to the war effort and possibly make the founders of the company very wealthy. The instrument was later to be called the Magnetron, a device that could "see" oil and water hundreds, and later thousands, of feet below the surface.

These scientists searched for someone who could test this invention, and everyone in the oil business knew, or knew of, Silas Newton. His résumé was known from Wall Street to Halliburton. Newton's associates, from the War Department to individual investors, either swore by him or swore at him, depending on which side of the deal they were on. Oil companies that had

abandoned oil fields were quick to lease unproductive fields to him, only to reap embarrassment when Silas Newton returned the fields to profitability after finding deep reserves. Newton used several devices over the years to either search for oil or to look for oil investors. Those in the field call oil-detection devices doodle bugs.

Newton did have some amazing success using the devices to find oil, gas, and sometimes water, if that is what the investors wanted. After all, water is more important than oil for farmers and ranchers in the West.

GSI and the Entrance of Vannevar Bush

Some investors said that Newton always had an edge in his search for anything valuable under the earth. Did Silas Newton, a man who had enormous wealth and success in business, have access to technology that other oil companies only dreamed of? Is it possible that GSI devices became Top Secret only when the United States was trying to win a world war?

In 1930, GSI was founded with an advanced device called the reflection seismograph, and it used sound waves to look deep into the earth to find either oil or water. The company was founded by Dr. J. Clarence Karcher and Eugene McDermott. Their inventions would become essential to anti-submarine operations when war broke out in 1941.

By 1939, the founding fathers of GSI started another company called the Colorado Corporation, and it was listed as the parent company of GSI. The purpose of this was to keep GSI in the reflection seismograph business, with oil and gas exploration as its core mission, while Colorado Corp. was to develop other manufacturing ventures. By 1941, GSI was doing well, and the Colorado parent company was exceeding the expectations of the business plan put forth by its partners.

In 1941, Eugene McDermott, along with key employees J. Erik Jonsson, Cecil Green, and H. Bates Peacock, purchased GSI when it separated from Colorado Corp. The four men borrowed all they could, re-mortgaged their houses, and scraped together everything they owned to come up with the money. The deal closed on December 6, 1941, one day before the Japanese attack on Pearl Harbor.[3]

The initial start of the company was just like any startup business until a day in 1942 when the head of the Office of Science, Research and Development (OSRD) came knocking. A well-spoken Dr. Vannevar Bush came to interview

them about the reflective seismograph. This product had been used by some oil companies in the Southwest, including Silas Newton's operation, and Bush wanted more information.

Bush, easily the most powerful and influential scientist in the U.S. government, had a few questions for the young scientists. Could this product really see oil at the depths they were claiming to the oil companies? Could it really differentiate oil from water? Of most importance, he asked if the device could detect metal under water and, if so, to what depth.

The scientists answered that the seismograph could differentiate between oil and water, and that the depth accuracy was precise. They also said that finding anything metallic under water or even pinpointing oil under water would be easy.

Bush came to the point, asking if the device could detect a submerged submarine. The quick answer was yes, and Bush just as quickly laid out a business plan for the struggling entrepreneur scientists: How would you like to have all the business that you ever dreamed of? How would you like to have all the latest state-of-the-art machinery? He said the OSRD would front the development money, and GSI would pay a reasonable price for the equipment on the back end. Bush told them, however, that they would have one customer and one customer only: the War Department.

Business at GSI was divided into four groups during WWII; the groups were listed as follows:

1. The Laboratory and Manufacturing Division.
2. The Apparatus Division.
3. The Equipment Group.
4. The Defense Systems and Electronics Group, or DSEG.

Were it not possible to find the real Dr. Gee, could Scully's book still stand on its own? As we stated earlier, the Aztec story has a broad and solid foundation, but the original story of Dr. Gee has always intrigued us. After spending years digging in archives and traveling across the country, we are prepared to suggest several other scientists who fit the Dr. Gee résumé. Thousands of highly skilled people were impressed into wartime service during WWII, but not many of them fit the description of Dr. Gee when the pile of résumés is examined under a microscope; the list can be narrowed down to a handful.

It would be possible to write an entire book on each of these scientists, and much more difficult to summarize all of them in a brief chapter. In the interest of time and space, it is possible only to highlight the careers of these accomplished scientists and technicians who helped shaped victory in war as well as providing the benefits of the technology we know today.

This chapter will never give sufficient praise to what these men did for this country and for humanity, but we are searching for connections to a fallen flying saucer and the brainpower it would take to study such a find.

The final two scientists can be demonstrated to have all the credentials that the collective Dr. Gees were purported to have and credentials that were not known to the public at the time of Scully's book. How did Scully know this in 1949 when he was writing his book, which was published in September 1950, a time when all of these secret programs were still in place? It was necessary for us as researchers to search multiple archives to find many of these people, not to mention the programs they worked on, some of which are still classified to this day!

After years of research into Frank Scully's claim that a company possessed secret magnetic technology, and that a company had "top shelf scientists" working on its payroll, let us look at the backgrounds of these scientists and find out if they pass muster as members of that the mysterious group of scientists described by Scully under the name Dr. Gee and who collectively revealed the details of the Aztec saucer to Scully.

The Key Scientists of Dr. Gee

Cecil Howard Green (1900–2003)

British-born American geophysicist Cecil Green had earned both bachelor's and master's degrees by 1924, the latter at Massachusetts Institute of Technology with a specialty in electrical magnetic fields. He went to work for the General Electric Research Center in Schenectady, New York, while completing his master's but then accepted a job with the newly formed Geophysical Services, Inc., where he made his fortune. During WWII, GSI was moved from Dallas to Minneola, New York, at the request of and under the conditions prescribed by Vannevar Bush. Tremendous resources made available to them by Division 6 of the OSRD, their only customer. During this time, Green was overseeing not only the building of a new sub-chaser but other electronics for the U.S. Army Signal Corps and the U.S. Navy. A very close

relationship was building with the War Department that would last for many years.

Green served as vice president of GSI from 1941 to 1951 when this company went from making high-tech electronics and submarine chasers for the military to becoming one of the leading high-tech companies in America. In 1951, still acting as vice president, Green led the company when it went public and changed its name to Texas Instruments, where he served as president of the GSI Division from 1951 to 1955 and then chairman from 1955 to 1958. In 1976 he was named Honorary Director.

Patrick E. Haggerty (1914–1980)

Patrick Haggerty earned his electrical engineering degree from Marquette University in 1936, as well as eight additional honorary degrees, and his WWII connection with GSI makes him a candidate for Dr. Gee status. His lifelong interest in radio and electricity led to his wartime career. When WWII broke out, Haggerty immediately joined the United States Naval Reserve as an ensign. He served in the Bureau of Aeronautics, Department of the Navy, in Washington. His first job for the Navy was evaluating the performance of the suppliers to the War Department. The next part of his assignment was procurement and the production of naval airborne electronic equipment, at the rank of lieutenant. It was in this new responsibility that he met the men of GSI.

Impressed with the technology developed at GSI, as well as the high-quality devices they were able to deliver on a very short notice, Haggerty then asked Erik Jonsson of GSI if they had the capacity to manufacture other items for the War Department, as long as Vannevar Bush was satisfied with the plan. GSI was hungry, seeking all the business they could generate from their one and only customer. Jonsson was later given credit for persuading Haggerty that GSI was needed for the electronic side as well as the mechanical side of the business. GSI was ahead of all other suppliers under Haggerty's direction. Soon after a blessing from Bush, GSI had all the business they could handle, but the young men told Haggerty to keep bringing them opportunities, and they would not let him down.

Jonsson and Haggerty became good friends. In November 1945, Jonsson persuaded Haggerty to leave his position and join GSI as the two agreed the high quality that GSI had provided during the war, would have a market not only with the military, but also with private industry. With the war at an end, GSI needed a new and more stable business climate, although Haggerty was

convinced that GSI would still enjoy many years of military contracts based on the company's proven wartime record.

Haggerty joined GSI in November 1945 and was given the responsibility for developing the research, engineering, and manufacturing of the newly formed Laboratory and Manufacturing Division. In 1951, GSI became Texas Instruments (TI), and Haggerty was promoted to executive vice president and director. In 1958 he became the president of Texas Instruments and chairman of the company board in 1967, a position he held until he retired in February 1976.

Under Haggerty's leadership, TI developed two new military technologies, including laser guidance and infrared night-vision equipment. Other developments include airborne radars, handheld calculators, known to almost everyone, and the thermal print head, which made possible a family of data terminals with silent printers.

Karl August Heiland (1899–1956)

Aztec researcher and author William Steinman concluded in his book that Dr. Carl August Heiland was the real Dr. Gee.[4] Heiland was the founder and owner of The Heiland Research and Exploration Company based in Denver. Heiland was born in Hamburg, Germany, attended the universities of Heidelberg and Hamburg, gaining his doctorate from the latter in 1923, destined for a career in geology and geophysics. He came to the United States in 1935. Heiland was also a professor of geophysics at Colorado School of Mines.

During his years of oil exploration, Heiland rubbed shoulders with many of the scientists we discuss in this chapter. He certainly was familiar with Silas Newton as well, and because he was based in Denver, Heiland could have been the original scientist invited to speak at the University of Denver before backing out, leaving Newton to speak as Scientist X.

Steinman discusses Heiland and makes this provocative statement:

> Since Dr. Karl A. Heiland was considered, by MJ-12, to be the unintentional source of the original security leak, they contacted him in private, briefing him on their version of the courtroom trial (that of Newton & GeBauer) and suggested a way for him to make amends. They asked him to appear as an expert witness against GeBauer in order to disprove the authenticity of GeBauer's electromagnetic oil

> detecting devices. Heiland explained to his visitor that he could not do so with a clear conscience and look GeBauer in the eye, knowing that they had both developed those devices together (italics by Steinman).[5]

Steinman was not the only researcher to claim that Heiland was the original Dr. Gee. UFO researcher Richard Ogden wrote his own book in the 1960s (unpublished) about the UFO field.[6] He sent a copy of his manuscript to Steinman in the 1980s, who shared Chapter 5 with us.

In Ogden's Chapter 5, he uses much the same study method used in this chapter in order to narrow the field of scientists. On page 134 he first shows that Dr. Gee cannot be Silas Newton, because Scully says that Dr. Gee is a colleague of Newton. Further, Ogden points out from Scully that Dr. Gee lived in Denver and was able to fly to the Aztec crash site in two or three hours and that Newton drove with him from Denver to Phoenix.

Coupled with the fact that the main Dr. Gee attended the University of Berlin, Ogden on page 136 of his manuscript that Dr. Gee was none other than Karl Heiland. Ogden attempted to contact him in 1958, only to discover that he had died in 1956.

John Erik Jonsson (1901–1995)

John Erik Jonsson earned his master's in engineering at Rensselaer Polytechnic Institute and was successively awarded 10 honorary doctorates from 1969 to 1984. More significantly was his connection with ALCOA and particularly with GSI, where he supervised research and development in Newark, New Jersey in 1930, and was instrumental in hiring key personnel for oil field exploration in 1934, possibly having contact with Silas Newton during that period.

During WWII, Jonsson was GSI liaison with Washington, DC, maintaining the relationship with Office of Scientific Research and Development regarding submarine detection devices and cultivating future electronics contracts. He served as GSI president from 1950 to 1958, during which time Texas Instruments (successor to GSI) was granted a license to manufacture the transistor and to enter the semiconductor market in 1952. It should be remembered that the transistor emerged in late 1947 and is sometimes linked by UFO writers to technology found in the Roswell crash. Texas Instruments introduced the first pocket transistor radio in 1954. Jonsson served as mayor of Dallas from 1964 to 1971, and on November 22, 1963, announced to the

Dallas Citizens Council attendees, who were waiting for President John F. Kennedy to join them for lunch, that the president had been shot.

Jonsson died on September 1, 1995, at his home in Dallas. His friend Stanley Marcus wrote in The Dallas Morning News, "Erik was a wise man whose mind outlived his body."[7]

J. Clarence Karcher (1894–1978)

J. Clarence Karcher was a founder of Geophysical Services, Inc. and a natural candidate for Dr. Gee status. Karcher was always an excellent student and attended the University of Oklahoma, where he earned his bachelor's in both electrical engineering and physics, and was head of his class. In 1918, when the university was granted a chapter, he was elected to Phi Beta Kappa. In 1916, he began his graduate work, during which he studied X-ray emissions for his dissertation, but WWI interrupted his graduate studies, and he quickly found himself serving for the Bureau of Standards trying to locate heavy artillery batteries in France by studying the acoustic waves generated by big guns. During this assignment, he noted an unexpected event and, after the assignment, he switched his research to seismic wave experiments in the earth. He worked on the theory that it would be possible to determine the depths of underlying geological strata by sending vibrations through the earth's surface by recording the delay time of the returning energy waves.

In 1919, Karcher had applied for patents in reflection seismology as a result of his previous experiments. While completing his doctorate, his former professors O'Hearn and Haseman were forming the Geological Engineering Company. By September 1921, oil was bringing in 15 cents per barrel, and the market for a new oil-finding device was attractive to the oil-exploration companies. Here again, geophysics and oil would probably lead to an acquaintance with Silas Newton.

On June 4, 1921, the words were engraved on a monument near Oklahoma City stated, "Proved the validity of the reflection seismograph as a useful tool in the search for oil."

As the price of oil increased to $3 a barrel, Karcher left another job and was back at Geophysical Research Corporation, this time as vice president, and he was given 15 percent of the company's stock as well as a $300,000 budget as a research fund, after which he moved the company to Bloomfield, New Jersey, where he hired young graduate student Eugene McDermott from

Columbia University.

Richard M. Perdue wrote about Karcher in Handbook of Texas: "Karcher served as president and general manager of Coronado Corporation from 1939 to 1941, as chairman of the board of Las Texas Petroleum Company from 1941 to 1945, and as president and chairman of the board of Comanche Corporation from 1945 to 1950. He was president of Concho Petroleum Company from 1950 until the time of his death."[8] Among his professional and academic honors, Karcher served as president of the Society of Exploration Geophysicists, and was a fellow in the American Association for the Advancement of Science and in the American Physical Society.

Karcher's career was well documented in a memorial issue of Geophysics magazine published in June 1979. That journal records that the monument near Oklahoma City, placed in 1971 by the Society of Exploration Geophysics, commemorates the fiftieth anniversary if the first successful field test of the reflection seismograph, which enabled the discovery of 'billions of barrels of oil and trillions of cubic feet of gas' and allow(ed) our nation to pass from a horse and coal economy to an industrial petroleum economy."[9] Karcher died in Dallas on July 13, 1978.

Eugene McDermott (1899–1973)

Eugene McDermott was another GSI luminary who began with a mechanical engineering degree from Stevens Institute of Technology in 1919 and who worked at Western Electric Company, where he first met J. Clarence Karcher, of GSI prominence. McDermott went on to earn a master's degree in physics from Columbia University.

By 1930, with Everett Lee DeGolyer's backing, McDermott and Karcher started GSI and won five patents touted by multiple industry news articles and papers that they wrote concerning oil exploration. McDermott was responsible for hiring Green, Jonsson, and H.B. Peacock, and taking GSI into the war effort. Here again, the common thread of geophysical research and oil made it very likely that McDermott would have known or known of Silas Newton.

McDermott was given credit for being able to build "bullet proof" equipment for the war effort during WWII, as he was used to doing this with equipment destined for rough use in the oilfields. With all the fragile electronic technology required for the war effort, building a unit that was almost indestructible was considered a major plus by Vannevar Bush.

McDermott had the ability to design and manufacture electronic devices as well as an ability to reverse-engineer almost anything he was given, as reported by one biographer Cecil Green. This latter talent would have been critical when Bush was selecting the team to study the capture Aztec saucer.

Five of the early GSI patents were all McDermott engineering designs, and he earned the respect of Vannevar Bush through the understanding of the need for quality and workmanship. McDermott and the other scientists at GSI were trusted during and after WWII. The GSI's working relationship with Bush would follow the scientists for years to come, with their paths undoubtedly leading to Aztec and perhaps to telling Silas Newton the story that found its way to Scully.

Henry Bates Peacock (1894–1985)

Henry Bates Peacock is another GSI scientist about whom there is insufficient information, aside from his Iowa roots and his graduation with a bachelor's degree from the University of Iowa and a subsequent doctorate by 1925. He taught at the University of Arizona until being recruited by the Geophysical Research Corporation that morphed into GSI in 1930, and Peacock was on his way to a long career with the corporation until his retirement from Texas Instruments. As part of GSI, he worked with OSRD during WWII, but his wartime work has not been released.

Otto Herman Arnold Schmitt (1913–1998)

Otto Schmitt's love for electricity and magnetism began in childhood and grew with his talents for winding coils or rewinding electric motors. He once built a Tesla coil and ran it from the 220-volt line from a nearby power line and generated 200,000 volts with it. He entertained his friends by producing lightning in his bedroom and, by his own admission, scaring his mother to near death more than once in their St. Louis, Missouri, home.[10]

By September 18, 1930, Schmitt began classes at Washington University and by 1931 he had eight publications (his brother Francis co-authored five of them) for his undergraduate work and publication in the prestigious Science Magazine. In 1934, Otto received his degree with majors in zoology and physics, and three years later he earned his doctorate majoring in both physics and zoology with a minor in mathematics.

In 1936, a visit to Washington University by Professor A.V. Hill from the

University College in London and Nobel Prize winner for medicine in 1922, led to a meeting with Schmitt and a postdoctoral fellowship with the National Research Council. With Hill's guidance, Schmitt did his research at the Woods Hole Marine Biological Laboratory in Cape Cod and was working with Hill by 1937.

In February 1939, Schmitt received a letter from Dean John T. Tate, whom others referred to as the grand old man of physics at Minnesota. The letter was an offer for Schmitt to join the faculty of the University of Minnesota with dual appointments of zoology and physics.

In March 1941, Schmitt received a letter from Vannevar Bush appointing him as "Official Investigator" for the National Defense Research Committee (NDRC) in connection with a contract that NDRC had with the University of Minnesota. This work was headed under the Bush's leadership. By June 1941, the NDRC had evolved into the Office of Scientific Research and Development, with much greater power and much more funding in the tight grip of Bush and placed on the shoulders of the men that would not only make history, but make it happen in a very short time.

By now the mission was very clear: The OSRD was for established for military purposes, and Bush was to coordinate all of it. His hand rested firmly on the shoulders of those men of science (a term used frequently by Frank Scully) who would take their new ideas from the drawing board to production throughout the war.

His old friend John Tate, who brought Schmitt back to Minnesota in 1939, had taken leave from the University of Minnesota to head the OSRD division for the newly formed anti-submarine warfare research. By December 1941 the United States was into the war and with German U-boats sinking Allied ships at an alarming rate, Tate summoned Schmitt to join him in Rhode Island at a laboratory near Quonset Point Naval Base where Tate had commandeered a group of PBY Catalina amphibious bombers with the help of Bush. These PBYs would be outfitted with the latest magnetic detecting devices, known later as the MADD (Magnetic Anomaly Detector; later referred to as Magnetic Airborne Detector Device).

When Tate summoned Schmitt, he was calling on a man who with a natural bent for solving electrical and electronic problems. He also knew the critical technical problems they were faced with and that they had to be dealt with in a very short time.

The prototype was ready within a month, according to Schmitt, and they

were able to get a working model into the air as a working prototype that depended upon sensing the tiny magnetic anomalies in the earth's field created by the presence of a steel submarine. The fact that Schmitt was essential in helping solve the problem was impressive because he had shown no previous interest in terrestrial magnetism.

Over the following few months, Schmitt's interest had grown to the point he was flying in the PBY bombers and refining the device when he actually went on bombing missions over the Atlantic Ocean to see how well this new gadget worked. This is exactly what Bush had wanted in the first place: hands-on men who could work in the laboratories and in the field if needed. By the summer of 1942, Schmitt and a few hand-selected scientists were moved from their secret location near Quonset Naval Base to a newer location at the Mineola, Long Island, laboratory soon to be known as the Airborne Instrument Laboratory (AIL).

Schmitt was also given credit for the process of degaussing. This technique minimized the magnetic signature of a ship or submarine, which limited detection by the enemy and diminished the threat of magnetically activated mines. Readers may recognize this as a technique associated with the legendary and unconfirmed Philadelphia Experiment that allegedly produced invisibility of a naval destroyer.

A technology developed by Schmitt for using radar signatures to generated calibrated three-dimensional images of aerial targets was later improved and used extensively throughout the military. A version of Schmitt's device was later perfected in testing and tracking captured German missiles at White Sands Proving Grounds and was referred to as the tenescope.

John Torrence Tate (1889–1950)

John Tate fits the Scully profile of a Dr. Gee. Though his 1910 master's in physics and electrical engineering degrees are listed as University of Nebraska, Creighton University is also in Omaha, Nebraska, and could have been Scully's way of covering for his friend, but Tate also earned his doctorate from the University of Berlin, fitting Scully's description. Tate also was awarded other honorary doctorates.

The son of a country doctor, Tate became a university instructor and he served in WWI, during which time his research bore fruit, according to the spring issue of Minnesota Technology, in which Bethany Steichen wrote that "Tate and his colleagues verified the existence of discrete energy levels and

showed that there was a difference in the amount of energy required to spur radiation and the amount of energy that needed for ionization. This helped connect Bohr's theory and those of Heisenberg and Schrödinger in quantum mechanics."[11] After WWI, Tate went to work at the University of Minnesota, which named the physics laboratory after him for all his research work. The building now stands as the Tate Laboratory of Physics.

Scientist John Torrance Tate, of the University of Minnesota, who fits Frank Scully's description of "Dr. Gee."

When WWII broke out, Tate was again called into service. Interestingly, he was recruited by none other than Dr. Vannevar Bush to head up Division 6 of the National Defense Research Committee (NDRC), which needed to step up its anti-submarine program as submarine technology was greatly improving since World War I.

Here we see how all the scientists named in this chapter have a connection with the OSRD and with Bush himself. Tate dedicated himself full-time to the NDRC as the head of Division 6 and also as the scientific advisor to the commander-in-chief, United States Fleet, as well as assistant chief of the Office of Field Services of the Office of Scientific Research and Development, where he was in charge of the Operations Research, and chief member of the Rocket Ordnance Division, and the National Defense Research Committee.

In the frantic post–WWII world there was an addition to his work as research professor at the University of Minnesota. His relationship with top-

secret work followed him everywhere, as did his respect for those he worked with in the government. He was chairman of the Board of Governors for the Argonne National Laboratory from 1946 to 1949 and also served as chairman of the Committee on Undersea Warfare for the National Research Council, rubbing shoulders with his old friend Vannevar Bush along the way.

Scott and Suzanne went to the University of Minnesota at Minneapolis in July 2011 to study boxes of archival material about Tate's life and work. A separate book could be dedicated to his achievements. Most of the boxes had not previously been opened at the time we visited the library.

A pattern emerged among the letters, articles, and comments from his peers that consistently demonstrate his modesty and aversion to being in the public eye. For example, contrary to common academic practice, Tate listed everyone else's name (including those of students) before his name on papers.

We found evidence of Tate's travels to the Southwest during the time of the Aztec Incident, and when he returned to Minnesota, Tate contacted his colleagues far and wide to organize a presentation about a revelation that he had experienced.

In front of a large audience Tate stated that, during a recent trip, he had experienced something that had changed his life. According to him, what he had seen could change the way that energy is generated, how food is produced, and overall how humanity could be served. This was a complete reversal of his normal retiring attitude.

It is interesting that a man who worked for the war department creating weapons would completely change his focus in life following a trip to the Southwest and announce his dedication to projects that would save the world.

In late 1949, Tate suffered a stroke, and he died from a cerebral hemorrhage in May 1950 at the age of 60. He is remembered as one of the leaders and driving forces in quantum physics to this day. The timing of his death is fascinating in that Frank Scully refers to a Dr. Gee who was no longer available after 1950.

Richard C. Tolman (1881–1948)

Born in West Newton, Massachusetts, Richard Tolman earned his degrees from the Massachusetts Institute of Technology. During WWI, Tolman's 1916 experiments include a proof that electricity consists of electrons flowing through a metallic conductor, and in 1927 Tolman published a text on statistical

mechanics, the background of which was the old quantum theory of Max Planck, Niels Bohr, and Arnold Sommerfeld. With the coming of WWII, Tolman was recruited to work in the NDRC by Vannevar Bush, and he remained there from early 1940 until it became the OSRD on June 28, 1941, when Tolman went on to work for General Groves on the Manhattan Project that resulted in the atomic bomb. Tolman's work included NDRC projects such as chair of Division "A," Armor and Ordnance group that worked on: Structural Defense, Investigation of Propulsion Projects, Terminal Ballistics, Proximity Fuses, and Guided Projectiles. He died six months after Aztec.

Summing Up Dr. Gee

After this review of the impressive résumés of brilliant men, it is time to find the common thread that binds these men together.

In Chapter 2 of Behind the Flying Saucers, Scully wrote, when describing what Dr. Gee had to say about the men who had inspected downed flying saucers and the Aztec flying saucer: "Well, he was saying, to begin with, that there is such a thing as a flying saucer."[12] He was saying, moreover, that the Air Force despite its announcement to the contrary, had not abandoned its Project Saucer, but was operating another level and under possibly another name. He was saying, "Four of these flying saucers had actually landed on this earth." It was learned years later that the Air Force had instituted another secret flying saucer program while publicly announcing that the 1947–1949 "Project Saucer" had been abandoned.

The careers of leading men in the field of geophysical research have been covered in this chapter, and keeping in mind that the number of Dr. Gees totals up to nine scientists, one of them is quoted by Scully as saying: "The first saucer to land on this earth, he said, landed less than two years previous to his talk, on a site within 500 miles of Denver."[13] Now, Dr. Gee is saying, in our opinion, that the Aztec saucer is the first to land on this earth, not crash, as the Aztec story has been presented by some researchers. Aztec is within 500 miles of Denver, and Scully would not have been ruling out the Roswell crash in 1947 or others that have been mentioned in the past. After all, Scully reported what he was told in that "three of the four (saucers) had been captured."[14] It cannot be emphasized too many times that Roswell, now proved beyond reasonable doubt, was not even mentioned by flying saucer researchers or writers until the story was brought back to life by Stanton Friedman in 1978.

Scully also stated:

> He [Dr. Gee] repeatedly used the word "we" when referring to experiments being done on the strange craft. He didn't associate himself with any particular experiments. He also indicated that a full disclosure of the government's interest in flying saucers, though officially denied at present, would be forthcoming in the not too distant future. He said the first disk that landed was 99.9 feet in diameter and had a cabin measuring 72 inches in height. The second measured 72 feet in diameter, the third, 36 feet. All measurements on the ships seemingly were divisible by nine, which may have been a clue that they used our system of measurement.[15]

The statement made by Scully that "[h]e didn't associate himself with any particular experiments" is interesting. Why not? In the OSRD, these scientists oversaw those who worked on projects and thus they did not personally perform the experiments. Their job was to hire the best scientists and engineers, put them on projects, and make sure the projects happened.

In Chapter 12, when talking about Dr. Gee, Scully wrote:

> In the summer of 1949, while consorting with men engaged in magnetic research in the Mojave Desert, I met a man of science whose contemporaries rated him the top magnetic research specialist of the United States. He had…degrees…from such diverse institutions as Armour Institute, Creighton University, and the University of Berlin. He is the scientist I have called Dr. Gee.[16]

That statement was a neon sign with an arrow pointing to John Torrence Tate, listed as one of America's Men of Science on the list we discovered at the University of Minnesota. Scully goes on to describe that particular Dr. Gee by stating that he "had more degrees than a thermometer."[17] Now, if Dr. Gee is a composite of nine scientists, don't the candidates that we have listed have literally more degrees and honorary degrees than a thermometer? Did they not each have a lifelong career in geophysics, mathematics, or electrical engineering? Did they not all have an affinity for the study of magnetic engineering?

We have to look at other hints in Scully's book. John Tate attended the

University of Nebraska and finished his PhD at the University of Berlin in only two years. Creighton University is in Omaha, Nebraska, and the University of Nebraska is located there as well. Could Scully simply have changed the name to protect Tate?

In all of our research, we could not find any other matches for a man who went to both a university in Nebraska, as well as the University of Berlin. Keeping in mind the threat of World War I, it would have been risky for any American to still be in Germany, but Tate was there, and he finished his degree.

Scully further references to Dr. Gee in Chapter 12: "He had been assigned to direct a division of top scientists during the war. Their task was to knock submarines out of the seven seas and directed-missiles out of the skies by other than (the) slow and disheartening methods then in use."[18] John T. Tate was involved in Vannevar Bush's Division 6 that concentrated on anti-submarine warfare.

Tate was assigned by Bush to direct Division 6 (1942) and Division 3 (1942) of the OSRD (Office of Scientific Research and Development). Division 6 had the following mission: Subsurface Warfare, AntiSubmarine development. Also, the scientists from GSI were working in the laboratory right alongside him, along with Otto Schmitt, whom Tate had personally called in for help. Division 3 was charged with the following task: Special Projectile, Rocket Ordnance Division.

So now it is certain that Tate was running not one, but two Top Secret divisions under Bush. The mission of both Division 6 and Division 3 perfectly matches Scully's description of Dr. Gee's responsibilities.

Scully specifically writes, "They worked out of two laboratories and had a budget of one billion dollars at their secret command."[19] Most readers recall that during WWII, the budget for the Manhattan Project alone was $1 billion. Keep in mind that the Manhattan Project fell under the OSRD. The numbers of $2 billion are completely possible and accurate, so Scully's claim passes this test as well. Earlier in this chapter when individual résumés reviewed, it was clear that Richard C. Tolman served as scientific adviser to General Leslie Groves on the Manhattan Project, and Tolman was also head of Division "A" of the NDRC before it was changed to OSRD.

Further quoting Scully in Chapter 12: "When they found it, it was in a very rocky, high plateau territory, east of Aztec, New Mexico. They immediately

threw a guard around it. Then Dr. Gee and seven of his group of magnetic scientists were called in to examine this strange ship."[20] This statement targets Aztec specifically, and anyone who has gone to the crash site, or landing site, northeast of Aztec, knows that Hart Canyon Mesa is a rocky plateau.

Most compelling is the statement that "Dr. Gee and seven of his group of magnetic scientists were called in to examine this strange ship." We have just listed nine scientists in this group, and now we are down to eight: Dr. Gee and his seven. Could it be, as we saw in the résumé, that by then Richard C. Tolman was in poor health? After all, he died on September 5, 1948, just six months after the flying saucer was recovered. Had he been sick for a period of time? His obituary indicates that he died of pneumonia.

Chapter 12 also contains some interesting claims by Scully, or in this case by Silas Newton. When Newton asked, "How do you determine the presence of these particular ships. Do you stumble on them or know the moment they come into our atmosphere?" Dr. Gee's reply was:

> In the laboratories and also at Alamogordo and Los Alamos and at different parts of the country we have tenescope observers who spend 24 hours a day watching for evidence of objects or ships flying in the sky. Everything that comes within range of these tenescopes is noted. If it is unfamiliar and lands, the Air Force is aware of it almost immediately, and if it presents scientific problems we or other groups are consulted.[21]

We have written about our search, in 2000, for these areas of concern. We found the abandoned radar bases near El Vado, New Mexico, about due north of Los Alamos, whose buildings were still relatively intact in 2000 but largely decayed by 2011. They were former radar installations set up for the Atomic Energy Commission in the late 1940s to protect the home of the Manhattan Project. The base that we found was then designated the 767th A.C. &W. that was built in 1950.

We visited the Air Force Historical Archives at Maxwell Air Force Base in Montgomery, Alabama, to find out more on these bases. It turns out that the Atomic Energy Commission did build a few radar sites to protect the laboratories, actually starting in 1946, the beginning of the Cold War. The 767th A.C. &W. that we found was not built or commissioned until 1950, so where were the radar bases? It turns out, after more research, that the old base

was about 6 miles to the west, near the El Vado dam reservoir, was run by the Atomic Energy Commission and was active in 1948.

In Chapter 12, Scully finds Dr. Gee talking about the subsequent location of the flying saucer, saying, "After it had been broken down, it was moved to a government laboratory, and there it remains while parts were being tested for a considerable period of time."[22]

It is important to remember that Tolman was associated with Los Alamos, along with 10,000 other highly trained people. With Los Alamos being so compartmentalized then, as it is today, only a handful of top-level people would probably have access to this amazing military find. Others would probably be brought in to analyze parts and pieces, never knowing what they were working on or where the parts and pieces came from. In his Aztec book, Steinman ties Vannevar Bush himself to the Aztec site, making it even more likely that he would have brought his top lieutenants with him.

After you, the reader, look at the résumés of these men, ask yourself this question: Did they have the qualifications to be called in to work on a project as secret as the capture or recovery of a landed flying disc? Consider that Dr. Vannevar Bush and President Roosevelt entrusted the nation's wartime security to these men, along with many other brave men and women. So, would they not also call them into one of the newest Top Secret projects of the Cold War?

Keep in mind that these scientists were all sworn to secrecy to help win the war, already had the highest security clearance obtainable, had the track record to prove their worth, and had the blessing of a president at the beginning of the war, through the war, and at the end of the war. They were, as Scully describes, the best magnetic engineers and men of science!

Scully learned this story in 1949, and most of what he was claiming in 1950 when the book came out was still classified, and that classification was certainly Top Secret. Where then did Scully get this information? If his book Behind the Flying Saucers was a hoax—a book of fiction—or if he was a dupe, as some claimed, then who leaked to Scully the information as to how NDRC was run? What was the source of information as to how OSRD was run? When did they learn about such companies as GSI and the submarine finders, or MADD? Where were Scully and Newton in the overall scheme of things that they had access to this information? Why did Scully tell this story if national security was at stake?

Tolman, Tate, Schmitt, Peacock, McDermott, Karcher, Jonsson, Haggerty,

Green: nine brilliant scientists held common links to the Office of Scientific Research and Development, Geophysical Services, Inc., and to Vannevar Bush during WWII. Add to the list Karl Heiland, who knew Silas Newton and Leo GeBauer, and who through them probably met one or more of the others, and we have 10 possible names. Without a doubt, those connected with GSI indisputably knew or worked with Silas Newton, a man of science himself. Silas Newton and his University of Denver lecture were the link to Frank Scully, and it was Newton who introduced Scully to the individual scientists who comprised the composite known as Dr. Gee.

The Edelweiss Café close to the Melwyn Hotel in Denver where an attempt was made to sell supposed photos of the Aztec saucer to the U.S. military.

15

Examining the Evidence

The Aztec case, like other well-supported flying saucer recovery stories, certainly has an aura of mystery, but if the story was but a figment of a writer's imagination in 1950, then physical evidence would certainly not exist to prove its reality.

In his 1986 book, author William Steinman described several interesting artifacts he found at the crash site, and his descriptions remain as indicators of unusual activity on the mesa, leading us to discover other curiosities unique to this case. First and foremost was his discovery of the old concrete slab on Hart Canyon Mesa at the east edge of the crash site near or at the end of what we now call the "Military Road" leading from the main road to the top of the mesa.

The slab has been mentioned elsewhere in this book, but in this chapter it is necessary to go into detail about the slab's construction and possible origin. When our Aztec friend Randy Barnes rediscovered the slab in the 1990s, it had been covered with silt and sand for years, but the slab is in the exact location described in Steinman's book. Naysayers claim the concrete slab is nothing more than a well cap remaining from the oil field days; others say it is a compressor pad that once served as the base for a large compressor.

With the help of other professionals in the oil industry, it is possible to increase our understanding of standard industry practice. Oil and gas wells are historically drilled near a basin, not on a rocky mesa, especially when promising locations for oil wells can be seen at the bottom of the hill, 100 yards in any direction. As the experts confirm, it just makes good sense to drill directly into the ground, not down through bedrock at the top just to reach the same ground at the bottom of the mesa.

The inspection of a few oil wells that are on higher ground in nearby Largo

Canyon, southeast of Aztec, showed no oil wells drilled on mesas close to Aztec. If this is true, what do the experts now say about the concrete pad on Hart Canyon Mesa as they analyze its origin and its purpose?

The Well Cap Explanation

All the oil and gas industry experts contacted said the concrete slab was not a well cap, as well caps are normally a reinforced pipe that goes vertically down into the well, with concrete poured into that pipe or head to close off any oil or gas flow. Rarely is a rectangular pad ever poured around the pipe, as the strength of the head pressure is in the manner in which the poured concrete fills the pipe and seals it. The mystery slab is approximately 39 inches x 39 inches (1 meter) and 9.5 inches thick. The pad is highly reinforced with both pencil rod and standard re-bar inserted throughout the pad.

The Compressor Pad Explanation

Although a concrete pad can serve as the base for a compressor that is used to pressurize natural gas lines, in 1948 the main gas line did not extend down Hart Canyon Road as it does today. The main gas lines now run down the Arkansas Loop to Hart Canyon but they did not during the period when the pad in question was poured. A current-day compressor pad size greatly depends on the type of compressor. The Ajax compressor has the respect of the industry and it employs a two-cycle engine. These units require a concrete pad as large as 50 inches x 70 inches in most cases and up to 3 feet thick, and certainly not as small as 39 inches square and 9.5 inches thick. The verdict stands that the Hart Canyon pad would not support any kind of gas field compressor.

The Drip Tanks Explanation

The reader will recall that on the morning of March 25, 1948, Doug Noland and Bill Ferguson, of El Paso Oil, were called out to quell the brush fire reported near a drip tank—a major concern for the company. Drip tanks near a fire would be a disaster in the making. The tanks were at the base of the mesa near Hart Canyon Road 75 feet off the road, backing up to the steep walls of the mesa. A drip tank base can be of any size, but 39 inches x 39 inches would be a very small drip tank, scarcely bigger than a 50-gallon drum. Logically, why put a single small tank on the top of the mesa when there were several huge tanks at the bottom of the hill?

The Pump Pad Explanation

This is a stretch, but it is better to cover all the bases for the sake of anticipating the debunkers. Some pump pads can be small and not as thick as the pad in question, but the question would be: to pump what? There is a spring on the northern slope of the mesa that has been flowing for hundreds of years, and Scott enjoyed filling his canteen with cool water from that perennial spring many times. It would not make any sense to place a pump pad on the southern slope of the mesa, but because irrigation pump pads of that size are found near rivers in this area, it was prudent to add this possible explanation.

As this is written, nobody is growing crops in the Hart Canyon area. Also, it should be mentioned that pump bases normally include threaded iron studs cast into the block, something not present in the Hart Canyon mystery slab.

Testing the Concrete Samples

In 1999, we had enlisted the aid of a company to do a core sample of the pad in order to determine the age of the concrete. Because nobody had claimed ownership of the pad—not the BLM, the gas companies, not the deeded landowners—we were free to drill a core and send it to one of the best concrete laboratories in the country. For this we chose Wiss, Janey, Elsner based in Northbrook, Illinois, and with offices throughout the U.S. We were directed to the Austin, Texas, office, where Tom Patty serves as one of the world's leading concrete experts.

Because of a limited budget, the tests were not as detailed as we would have liked, but the slab, according to Patty, is very old and fits into the time frame of the late 1940s, but dating it to 1948 would have required what the firm calls a "Leach test" that consists of bombarding the sample with UV light to observe the degradation of the concrete. Patty did confirm, however, it was not recently poured concrete, and whoever poured the pad used "common grout," meaning an aggregate of local stones and sand, as opposed to bringing it in from another location. All that was needed was a few bags of Portland concrete mix, water, re-bar, pencil rod and a mixing trough and the mixture would be ready to pour.[1]

We learned from Patty that all re-bar is dated, and sometimes the pieces will show a manufacturer's mark. The samples we sent to Patty were inconclusive as to the exact date of manufacture. Further tests could be done, but the cost is very high and the tests would take months if not a year or more.

(Note from Scott: On the day we cut into the slab and took the core sample, if we had bored into a well cap, this book might have been written by my wife, as I would still be in recovery from burns—that is assuming that I would have survived the resulting explosion and fireball.)

The concrete pad remains a mystery as this book is being written. Going back to the retired Air Force NCO who said a concrete footer had to be poured after the military road was cut up onto the mesa, as the soil at the top was too loose to support heavy equipment: Was this the concrete footer to which he was referring that would have supported a crane or some type of winching system that was used to remove sections of the craft?

The Radar Bases and the 767 AC&W

Steinman mentioned in his book that three radar bases tracked the Aztec flying saucer the night before it crashed or was shot down. Frank Scully also wrote that Dr. Gee told him the object was tracked by a tenescope.

To put in this perspective, let's look at the direct quote from Dr. Gee, in Scully's book: "In the laboratories and also at Alamogordo and Los Alamos, and at different parts of the country, we have tenescope observers who spend 24 hours a day watching the sky. Everything that comes within range of the tenescopes is noted. If it is unfamiliar and lands, the Air Force is aware of it almost immediately, and if it presents scientific problems, we or other groups are consulted."[2]

So what was in the Four Corners area in 1948 that would be capable of tracking this object? Going back to late December 1996 and just after New Year's 1997, we took a trip to New Mexico specifically to see if we could find any radar installations lost to current history. Topographic maps from the U.S. Geological Survey (USGS) in Denver had been received a few weeks earlier, allowing time to study the area. The search was for an early radar location at a high enough altitude that allow the radar to be effective—a serious task considering the mountain ranges in that part of New Mexico.

We targeted the Los Alamos area, because a radar site, or sites, would almost certainly be placed to protect our most highly guarded asset: the Los Alamos National Laboratory, home of the Manhattan Project.

Scott and two friends, Ed Thomas from upstate New York and Scott Tickel of Pittsburgh, Pennsylvania, flew into Albuquerque and jumped into a rental vehicle for a few days in the wild.

As Scott recalls:

Our first night was in Dulcé (January 8, 1999), where Archuleta peak or mesa has become the center for some of the worst fictional UFO rumors ever created about underground alien bases under the old mountain where little gray men cook body parts and plot the end of humanity.

We had driven around Dulcé in the cold for a day and gotten a tip from a bar waitress named Mabel that one of her friends had dated a guy from El Vado, which is 27 miles from Chama. She explained that, after WWII, the government built some type of installation in the Chama area, near a man-made lake that was also built only a few years before the installation. Mabel thought it was a long shot, but the location is high up, north of Los Alamos, and also in the middle of nowhere. This seemed right up our alley, so the next morning we headed off with directions written on a bar napkin and a bad pen. With that, we knew we were off to a good start through 6 inches of fresh snow in the area.

Finding the main road was as difficult as finding the town of Chama, because the snow conditions got worse as we pushed eastward. Luck was with us, as I had rented a four-wheel drive vehicle, so churning through the snow and ice presented few problems, and it added to the sense of adventure.

We found the site of the old radar base with the help of Mabel's friend Christelle, who had once dated an airman who had worked there. Christelle stayed in Chama when her boyfriend, Ronald Drews, went on to Antigo, Wisconsin, to work at another radar site, the 676 AC&W radar base, until it was deactivated in 1960.

We found an old road leading up the driveway to the base, but a chain across the gate meant that we had to hike in to the abandoned station, and the snowstorm was getting worse. Ed decided to stay in the vehicle, as we parked at the edge of the road, so that Tickel and I could hike up the snow-covered dirt road.

Once at the top we were amazed to see how many buildings were still standing. Not sure of when the base was deactivated, we poked around and took photographs of every building until stumbling onto fresh tracks of a large cat. With wind from the north and the weather going south, we decided to head west back to Dulcé. Between Tickel and myself, we took several rolls of film and later that night we mapped out what we had seen.

The next research stop was across country at Maxwell Air Force Base in Montgomery, Alabama, to the Air Force Historical Archives and my (Scott)

first visit with Archie DeFante. He examined the photos, and we could not find any Air Force radar site in northern New Mexico during that time frame. During my (Scott) five-day stay, he found reference to the sites in an Atomic Energy transfer file. These bases were originally established under the Atomic Energy Commission for the protection the Atomic Energy Labs.

We now had one base identified, but we needed for find two more to verify Steinman's claim. After months of work, the help of Maxwell Air Force base, and two more trips to New Mexico, we had found all three. The next task was to find out if they were operational in 1948. The first station we found in the snow at El Vado carried a discrepancy as to the activation date. One Atomic Energy Commission document claimed a 1946 startup, whereas the U.S. Air Force reported a founding date of 1950.

The other two sites were documented as going online in 1946, but the Air Force documents also showed 1950 as their first year. We were confused, and at this time we decided to look at the quarterly reports of the bases. We found the following:

El Vado, 767 AC&W, was originally the Los Alamos Radar installation to protect Los Alamos. Built in 1946, but not at the location we had explored in the winter of 1996/1997. The original site was built near the El Vado Lake. The lake was built for Los Alamos as a power plant with one single General Electric Hydro Generator to supply power to Los Alamos. This radar site was known as the Los Alamos Radar Facility, later the Tierra Amarilla Radar site, and finally the El Vado 767 AC&W Radar site. The construction was started in early 1946 under the Atomic Energy Commission as a "Mobile Radar Site" (but not truly mobile as on the back of trucks) and later in 1950, when the Atomic Energy Commission turned these sites over to the Air Force, it was moved to the location where it stands in ruins today. Thus, the 1950 date was when the USAF took control of the radar stations and explains why they report that date as the origination date.

The locals say the installation was a complex radar site with personnel billeted in tents at the beginning until barracks could be built, and whose remains can still be found. The complex we found in the late 1999 and early 2000 time frame was in fact built in 1950 as a permanent radar site but was rendered redundant in 1957 when the Air Force developed the new DEW (Distant Early Warning) Radar Line in northern Canada. This would mean, by any standard, that we found a radar base that had to be operational in 1948.

The other bases we found were Moriarty and Continental Divide, but these

were not operational until 1950 or 1951, which would rule out any participation in the flying saucer reported near Aztec in 1948.

The Moriarty Radar Base was north of what now is Interstate 40, not near the town of Moriarty, which is south of the interstate. The Air Force had a way of naming locations to the nearest town or landmark. The remains can still be seen today on Highway 41 north toward Stanley, with the old base on the right. This base had the designation of 768 AC&W.

Finally, the old Continental Divide Radar Base (Top O' the World) was southeast of Ft. Wingate. This predated Interstate 40 by almost two decades. The old base is located south on N.M. Route 464 south from the current I-40, and where remains can still be found about 2 miles east of the state route. If traveling westbound on the Interstate, Route 464 is the exit just west of Thoreau. This base had the designation of 769 AC&W.

When we first uncovered these old radar sites, Karl Pflock was the first to jump on the bandwagon by saying he had known about these bases for years. He claimed he had even done historical research. However, when we asked for the documents on the bases and requested the de-classification on these three sites, there was no record of anyone reviewing the files since the General Accounting Office took charge of them in 1973. Ours were the first civilian signatures on the release cards at Maxwell, not to mention that these files had been misplaced for many years.

So with one radar base found, some of Bill Steinman's and Wendelle Stevens's claims in UFO Crash at Aztec were validated; however, this is certainly not conclusive proof of the Aztec flying saucer story; it is in fact an interesting sidebar to consider that, if a flying saucer had been in the area in 1948, it may well have been detected by radar. Because we have the maps of the airspace in 1948 from the Air Force and the Atomic Energy Commission, this area was then, as today, restricted air space. Anything flying through it would certainly have created a national security issue.

Radar Base Notes

Shortly after we located the El Vado base and confirmed that one "mobile site" was located next El Vado lake dam, I (Scott) spoke to Bill Steinman again. As excited as he seemed to be about the discovery, we both thought an interview with someone who had seen the base would be of interest to our research.

Lee Crane lives in Aztec and was the first person we encountered as a potential witness to the 1948 radar sites. Lee worked in the area doing work for the National Lead Company, which he joined in 1944. Lee had worked all over the country, and one stop included a stint 5 miles from the El Vado dam. He lived in that area in 1950 when the new radar base was still operational. While he never saw the radar base, he ate several nights a week at the diner located at the dam. Lee said that Air Force personnel often came down to eat and sometimes even brought freshly killed ducks that had been knocked out of the air by the powerful micro-wave radar being used at their facility.[3] Lee remembered that the airmen would actually ask the owner to finish cooking the birds after the ducks flew into the powerful radar waves of the facility and dropped half-cooked to the ground.

More Crash Site Evidence

During Scott's first visit to the crash site in the late 1980s, he noticed other anomalies other than the concrete pad. For example, many dead trees on the top of the mesa appeared as though they had been blown down or plowed down by some type of force. Some trees were missing limbs, and other dead trees lay as though flattened by some natural force. The scene was photographed at that time from several angles and compared with other mesas for the sake of comparison.

Scott recalls:

> I hiked over to the next mesa and found no other dead trees or destroyed vegetation anyway similar to the top of the mesa at the crash site. During the next few years of my research, I have traveled to many other mesas in the area, going as far southwest as Largo Canyon. Looking at weather patterns of the area. This tree phenomenon on Hart Canyon Mesa was unique.

Years later an aerial view of Hart Canyon Mesa also showed the peculiar artificial arrangement of newly planted trees.

During the "Moving the Craft" trip with Bill Metzger in 2008, we (Scott, Suzanne, and Bill and Pam Metzger) noticed after Bill and Mike Arnold flew over the site that the mesa has a unique appearance when viewed from the air, as described in Chapter 10. One night, when we returned to the hotel in Aztec, Bill noticed that when he transferred the pictures onto his laptop, it appeared as though a new tree line had been planted east of where the object had

crashed or landed. Bill brought this unusual straight line of trees to our attention that night as we sat and ate dinner. On his computer, the photo showed a line of trees that were uniform and symmetrical, obviously planted in a pattern that Mother Nature would never have given us! This was this something we had not anticipated or looked for when we sent Bill up in the airplane with Mike Arnold. We were simply trying to photograph the site to get an aerial picture of the crash site to use as a possible book cover as well as to document the roads leading up to the site as they might have been in 1948 and their configuration today.

So, why the perfect pattern of the trees? Could this go back to the former intelligence officer who claimed that, when their team got to the site to clean it up, they were not only going to get rid of the large tracks from earth moving equipment, but also to re-landscape the site? Planting new trees that would grow slowly in the desert would be something one might do to cover up the traces where a large craft crashed or landed on this site. Whether the crash was a flying saucer or an experimental aircraft, the order would have been to clean up the crash site and to sterilize it. The trees at the site are cottonwoods and piñon trees, both of which grow at slow rates in the relatively arid climate of New Mexico.

Physical Trace Evidence

Along with both Scott and Suzanne Ramsey, Ted Phillips was also a speaker at the 2008 Aztec Symposium. Ted has been doing scientific research of flying saucer landing sites, alleged crash sites, and has recorded physical trace evidence for decades.

Ted worked with Air Force astronomy consultant Dr. J. Allen Hynek on some of the most fascinating flying saucer cases in history, until Hynek's death in April 27, 1986. Ted worked on the Lonnie Zamora Socorro case, after Police Officer Zamora witnessed a flying saucer land at the south edge Socorro, and he saw two occupants get back into the craft and take off again, flying to the northwest as he watched. This case has been widely investigated, but not in the great detail that was used in April 1964. We (Scott and Suzanne) have been to the Socorro site several times, the last time in 2008 with UFO researchers Dennis and Debbie Balthaser. Zamora died on November 2, 2009, but this case remains a credible and favorite case for many flying saucer researchers. Ted Phillips was at Socorro with Hynek soon after Zamora's sighting in April 1964, in which unquestionable evidence of a flying saucer

was found, including landing indentations and burned ground cover.

Ted Phillips is the director of the Center for Physical Trace Research, founded in 1998. Ted's career began with him assisting Hynek researching the Socorro sighting/landing, and later Ted joined Hynek as a research associate in 1968 until Hynek's death in 1986. It was at Hynek's suggestion that Ted decided to specialize in UFO or flying saucer trace physical evidence.

During his career, Ted has participated in meetings and presentations at the American Institute of Aeronautics and the Astronautics Aerospace Science meeting along with Hynek and Jacques Vallee, as well as meeting with the United Nations Secretary-General at the United Nations in New York with former astronaut Gordon Cooper. He has personally investigated more than 600 potential flying saucer landing cases in his career.

On Friday March 28, 2008, I (Scott) took speakers Stan Friedman, British UFO researcher Timothy Good, Ken Storch of the Oklahoma UFO Paranormal Team, and Phoenix Lights witness Mike Fortson to the crash site. Except for Friedman, the others never visited the site. Friedman had been to the site dozens of times, as I had dragged him there many times to help him understand my research. As we walked around the site, we explained what we had uncovered and seen in the past, showing them the concrete slab, the knocked-down trees, broken tree limbs, and some other out-of-place items such as K-rations cans that we found buried beneath 18 inches of the silt when we were mapping the site with metal detectors back in the early 1990s.

I explained that K-rations and C-rations were standard military distribution in the field during WWII as well as the Korean conflict and through the early stages of the Vietnam War. This, of course, was circumstantial evidence at best, since I found that the Alamo Military Surplus store in Farmington sold these rations as surplus for hunters well into the early 1980s. Once the canned rations reached their expiration date, they were sold to surplus stores and camping outfitters throughout the United States. Today, the old rations have been replaced by MREs (Meals Ready to Eat).

We also found M1 Garand clips—metal 8-round clips used for holding 30-06 ammo. The M1 Garand was used by the military starting with WWII and through the Korean conflict. This semi-automatic rifle would have been standard issue for troops in 1948. These rifles were used in training up through Vietnam but were being replaced by the Garand's cousin the M-14, which was capable of selective fire and was fed by a removable box magazine.

The M1 rifleman shoved a Garand clip down into the receiver of the

weapon and fired eight shots, after which the metal clip would be ejected, making a "Ping" sound, leaving the action open for insertion of another loaded clip. I wondered after we found several of these empty clips: Unless the little guys on board the craft had become unruly, why were there so many clips on the mesa? Of course, the M1 rifle was sold as surplus to the American public after the war, and it still is a popular hunting rifle in 30-06, a very popular caliber for hunting deer and elk. As gun collectors, Suzanne and I (Scott) knew the popularity of these weapons, so this made perfect sense that we might see the leavings of generations of hunters in Hart Canyon. Hart Canyon is German for "deer canyon." The only question is why these clips were discarded, as M1 owners retrieve the empty clips to be reloaded.

We also found a chewing tobacco pouch from the Beechnut Company. It was a heavy foil pouch, heavier than the Mylar/foil packages sold today. We buried the pouch again, and after phone calls to the makers of Beechnut products, were told that in the late 1940s and early 1950s the pouches were made of heavy aluminum foil to preserve freshness. Without any other information, the pouch was not a definitive piece of evidence for our purposes.

Art Reed, who was sent to the crash site in 1948 to "clean up an accident," specifically told us that any trash they found was buried 18 inches under the ground atop the mesa.[4] Although hunters and hikers may do the same thing, it seems more than coincidental.

Aztec resident Hank Knowlton once contacted some friends in the area after Suzanne and I (Scott) attended the Aztec UFO Symposium in 2004 and claimed that my dates for the crash were wrong. Hank's family owns the land next to the crash site. Hank was helpful to our research, but he told a number of people that I must have gotten the dates wrong, as he owned the land adjacent to the landing or crash site, and he himself was out there every day during that time frame.

This was a serious matter for us, and I called Knowlton one Saturday morning in April 2005 and spoke with him for some time.[5] Hank, as he told me to call him, was a very nice man and a true pillar of the community in the Four Corners area. Hank explained to me that in 1948 he had just purchased the land from Harold Dunning and that there was no way a flying saucer or anything else, for that matter, landed on that mesa. He explained to me that he was out there almost every morning at 5 a.m. and often stayed out there all day. "No way a craft was taken off that mesa or even was on that mesa back in 1948—

no way, no how!" he said.

Hank also said that he had heard the rumors of a crashed or landed flying "something," but it could not have been in 1948. He asked me repeatedly if I was sure of my dates. I explained again to Hank that all the research we were doing in fact showed 1948 as the correct date. Hank certainly knew Doug Noland and Bill Ferguson and spoke highly of them. Hank confirmed that neither of those two men would tell me a lie, but the date of March 1948 was not correct. Hank also said he believed something had happened there, but not on the dates we established.

When Suzanne and I got back to North Carolina, we discussed this problem for a number of days. Because the Knowlton family had long roots in the area and were so highly respected by everyone, including Suzanne and me, we knew yet another trip back to the Four Corners area was in the works.

We contacted DeAmber McCaleb (now Montoya), who worked for the San Juan Title Company, and asked her to pull the real estate records for Hank Knowlton's land tract and when the transfer of title took place. We returned later in the day and, sure enough, Hank had indeed purchased the land from Harold "Hy" Dunning—but not in 1948! The records clearly showed that Hank and his wife bought the land from Dunning in 1952, and that started to explain the confusion in the dates. We gladly paid the $50 fee for the land search and headed back to the hotel.

After arriving back in North Carolina, we called Hank to tell him of the research we had done.[6] Hank, gentleman that he is, paused for a moment and then said, "I think you are correct. It was 1952; we did not live in this area in 1948." This is a comment upon the fallibility of all human memory and the reason historians must go to the records for verification of facts. Hank Knowlton deserves credit for being up front about admitting the mistake.

So the crash site was not owned by Knowlton in 1948, and we had brushed aside another obstacle that might have wrecked our thesis. This means the site was owned by Harold Dunning, or "Hy," as the locals called him. The elder Dunning died before we could interview him. The Dunning ranch house is no longer near the site, and his son lives in nearby north Aztec near Cedar Hill. The son has made it clear that he does not wish to discuss the Aztec Incident any more than his father wanted to talk about it with Steinman in the 1980s.

A thorough review of the physical evidence examined to date may be circumstantial and not conclusive; however, when everything is added together,

a persuasive case emerges. Even were there no first-person interviews with those who were on the mesa that March morning in 1948, the mystery road up onto the mesa, the peculiar concrete pad, the buried military-related artifacts, and the planting of indigenous trees in rows to replace those that were all flattened at the same time—all of this leads the reader to consider that an unusual event certainly occurred here. Now it is time to make the final case for the Aztec saucer crash and recovery.

16

Conclusions

The Aztec flying saucer crash on March 25, 1948, was the first glimpse by Americans of a possible extraterrestrial visitation, a story broken by a famous Hollywood columnist whose book Behind the Flying Saucers was one of the best-sellers of the 1950s. Almost as quickly as the book shot up the sales charts, the vicious attempts to discredit the story and its sources became a vendetta that essentially buried the Aztec story as a hoax, which it remained for decades.

As we look at the history of Aztec, and after many years of painstaking research, we now draw reasonable and clear conclusions as to what happened in March 1948. This chapter is very much as closing arguments to a jury—our final arguments concerning the biggest and most time-consuming quest these authors ever embarked upon.

Some may wonder why three sane and successful businesspeople and educators would devote as much time and money as we have pursuing a once-discredited flying saucer tale and writing a possibly controversial book. The answer lies in the fact that none of the claims originally made against the Aztec Incident were ever properly researched or verified. Starting with a New Mexico folk tale, we found that all the genuine evidence pointed to a real event. As we gathered interviews and documents, respected historical researchers joined in the discoveries, helping us to make this book as complete and accurate as possible. Perhaps this book began as a personal research project, but over the years it has become a book written by us and by many others who looked at the evidence and were persuaded that the Aztec Incident may have been one of the most important occurrences in modern history.

Chapter 1 concentrates on the early morning hours of March 25, 1948, with the discovery of 100-foot diameter flying saucer lying on the mesa above Hart

Canyon east of Aztec, New Mexico. The story was gathered directly through interviews with the oilfield workers, particularly Doug Noland, who were there on the mesa that chilly March morning, and actually saw and touched the metallic craft. I (Scott) have not been able to find one person in the 23 years of our research who had a negative thing to say about these witnesses or their character.

Doug Noland was a community leader who lived in Mancos, Colorado, before making Aztec his home. He worked day and night in the oil patch as well as for the community of Aztec. Later in life, he moved to Las Vegas, Nevada, where he operated a successful assay business until his retirement. We have the audio tapes where he recounts his life story and what he saw in March 1948.

Although Doug's supervisor, Bill Ferguson, died before we could interview him, his character also stood up to scrutiny through others interviewed. The oilfield workers and area residents who knew Bill never had a bad word to say about him. Like Doug, Bill revealed his Aztec knowledge to very few people, apparently adhering to whatever oath the workers swore to the military on that day in 1948. Bill certainly was present on the mesa with Doug Noland.

Ken Farley was another living witness who recalled his experience and also validated Doug Noland's account in great detail—although the first time my friend Randy Barnes and I (Scott) interviewed him, I felt a little heartburn when Ken mentioned "two police officers" at the crash site. After we talked with Ken for two hours, I told him that getting two police officers out to the location of the crash site even today, let alone in 1948, would be a major effort of law enforcement, but Ken assured us that there were two uniformed officers on the mesa that morning. Then, when we subsequently interviewed Doug Noland, we got the independent confirmation that there were indeed two police officers there. Doug turned out to be the Alka-Seltzer to my heartburn.

Keeping in mind that Ken was a young man just passing through the Cedar Hill and Aztec area the morning of the incident, there was no way the two witnesses could have been in collusion. Ken had never met Doug, before or after Aztec. Their recollections were independent, unique, and identical.

The witnesses were all 100-percent certain that what they saw that day was not a conventional aircraft, nor was it a prototype Air Force design that strayed off course and crashed on the high plains of New Mexico. Based on clear witness memories, there is no doubt that they saw a landed flying saucer from origins unknown.

Who were the two police officers on the mesa that day? I think it is very safe to say that Cuba Police Officer Manuel Sandoval was certainly there, but the identity of the other officer is still a mystery. This is not the final word on the law enforcement officers who saw the saucer. We have interviewed family members of the potential officers, and we have agreed that more research is needed to put these pieces of the puzzle into place. When we overcome the reluctance of family members to speak about Aztec, we will eventually know the names of both officers who were there.

One of our most impressive meetings was with Virgil Riggs. Virgil has become not only an important part of this book but also a dear friend. As documented in Chapter 3, Virgil was based in England during the early 1960s when a man nicknamed "Sam Bass" befriended him. The two became good friends after Sam saw the New Mexico State University sticker that Virgil's sister had sent for him to put on his car. It turned out that Sam knew a lot about Aztec, which amazed Virgil.

The two even stood up at each other's weddings. Sam, whose real name was Donald Bass, confessed to Virgil one night that the Aztec Incident was a real event and that he had been a part of it. At this point the original book by Frank Scully had been out for about 14 years, and the story had been sabotaged and long forgotten by even the most serious flying saucer buff when Bass approached Virgil. Additionally, Donald knew details about the crash site that Scully had never disclosed.

Bass had been in the Air Force for many years but his grade was only E-3, which seems unlikely for someone of that long service. An E-3 USAF rank in the USAF is that of airman first class, and equal to the Army rank of corporal. Donald told Virgil his rank was the result of "talking too much" in earlier years, and he alluded that Aztec was part of the reason that he found himself in trouble.[1]

Years later, Virgil moved on to a new assignment, and Donald went on to his destiny in Viet Nam, where he was killed by a hit and run driver while returning to base one night. Had Bass again talked too much, or was this a coincidence that he was killed after telling Virgil his story about the Aztec flying saucer incident?

At first meeting, we were impressed with Virgil's calm and polite nature. He is a gentleman and a respected engineering professional who has an associate's degree in engineering technology from New Mexico State University and a bachelor's degree from Columbia University. He retired from

Babcock and Wilcox.

Based on what Virgil told us, Bass knew a lot about the crash site, the time frame it took to remove the flying saucer, and about how many men were involved, and this was the story as told to Virgil in the early 1960s, long before we were starting to do some talks at various conferences in 2000. Virgil first talked to Suzanne and me (Scott) before we ever spoke at the Aztec UFO Symposium in 2004. In that first year of our presentations, Virgil got up and addressed the audience with the story Bass had told him.

Until the date of that symposium, Virgil was not privy to any of our research. As Suzanne and I began our search for Donald Bass, as well as to find out what was going on at Welford Air Force Base in those days, we found that the base was certainly home to nuclear weapons, and the classification of information made finding any detailed records very difficult. We were not destined to learn whether Bass's talk about Aztec affected his military career, but we searched for him nonetheless.

Virgil's records checked out 100 percent, as verified by the work done, not just by Suzanne and me, but also several others. Virgil's DD-214 and all records provided by him have backed up where he was stationed and at what time frame, and by the duty rosters he kept. Virgil's picture appears in this book, as does a picture of Donald Bass as shown in the Welford yearbook, also confirming that Airman Bass was there at the same time.

Donald Bass knew too much about the Aztec flying saucer story to be making up details. What he told Virgil we had already learned in our first two decades of investigation, and we gained access to material that Bass would not have known in the 1960s. None of his information could have come from Frank Scully, even had he read that book.

Chapter 4 is not about the Aztec saucer, but it was a mass sighting seen by hundreds of responsible citizens in the Farmington area. Outside of the local newspaper, the story was debunked by a state patrol officer who told the press it was fluff from cottonwood trees. This patrolman knew better because he had flying saucer sightings of his own.

Now, Chapter 5: There is no doubt that J.P. Cahn conned the public in the early 1950s as well doing his best to ruin Silas Newton and his friend Frank Scully; Leo GeBauer was just collateral damage. We cannot emphasize too strongly that Cahn was furious with Scully for not selling the flying saucer story to him to use for his own purposes. Cahn already had an artist-ready book cover for his own Aztec flying saucer story, authored by himself. It was

little wonder that a man with Cahn's personality would seek revenge against those who thwarted him.

If Scully had sold Cahn the story, it is inconceivable that Cahn would have pursued a vendetta against Newton, as he did when he learned that he was a rejected suitor and aced out of a story that he thought he deserved. Had he owned the story, Cahn would never have written a letter to J. Edgar Hoover asking the FBI director to investigate Scully and the saucer.

He was an only child, born of privilege, and it was either his way or the highway, and it became a toll road as Cahn relentlessly pursued Scully's sources. Newton and GeBauer spent a lot of money defending themselves against a frivolous lawsuit and false charges. We keep in mind that four federal judges refused to hear the case against two men, although the two were finally convicted in Denver's district court on behalf of Herman Flader who, at the time, was promoting his own spurious "health machine" schemes.

Flader was selling shares in his health machine that was nothing more than a scheme to attract investors into dumping money into an electrical device that did nothing, something common to that era. Newton even threw in $250,000 to back Flader, as good faith in return for Flader investing money into what the prosecutor called a doodle bug. At least the doodle bug found oil and water, according to those few customers who were finally allowed to testify.

Over the years, debunkers have used Cahn's 1952 True Magazine article to paint Newton and GeBauer out as con men with one slap-dash stroke of the brush—though the entire story was actually a whitewash from the beginning, orchestrated by J.P. Cahn, with cheap lead-based paint thrown into the bargain!

Cahn is awarded an A+ for ruining the reputations of a few businesspeople, but his motives have seldom been questioned until now. How did a guy like Cahn get the attention of J. Edgar Hoover over a flying saucer book? How did Cahn persuade Hoover to investigate this case in four states (Colorado, New Mexico, Arizona, and Utah)? Cahn was somehow able to get Hoover so worked up that five FBI offices became involved in a minor civil matter. Here, the FBI had only the evidence of a check transported over state lines and cashed into a business account, and this was the only substance of a case that led to a conviction, with no sentence levied save an order for payment of court costs.

Hoover got the tip from Cahn, but maybe Hoover was already on the trail of the flying saucer scientists masquerading as Dr. Gee. Probably when the Air Force OSI was crawling all over the Southwest in 1950, looking for Newton

and radio ad salesman George Koehler, the motive was not so much to squelch the Aztec story, but to find out who in government service was leaking secrets.

In the end, Cahn did not care about the truth behind the Aztec Incident; he only cared about padding his résumé and his ego. He lost on both accounts, and died alone and unhappy by all accounts.

In Chapter 7 we make our point adamantly clear: The skeptics and the debunkers of Aztec were proved never to have done any basic research, and they all relied upon the J.P. Cahn magazine article mixed with their own bias. None we met had even been to Aztec or the crash site, until we either took them or met them there.

We still get e-mails and occasional phone calls from people who have read an unsupported, fictional article on the Internet and feel compelled to ask whether we have read it, as though the contents of such fantasy articles are worth a devalued 2015 dollar at that point.

The main noisemakers on Aztec, as we so elegantly pointed out in the chapter, never supply new information and, in most cases, had never been within a hundred miles of Aztec. If the authors of this book could change our story as easily as the debunkers change theirs, we would be left with zero credibility.

Claims such as "Hart Canyon Road did not exist back in 1948" and "Silas Newton and Leo GeBauer were convicted of fraud; therefore, the Aztec story is false" have been dismissed through our methodical research. Keep in mind that some of these debunking claims came from a scientist whose own mind was already made up, and it reminds us of the early days of flying saucer reports when scientist Donald Menzel debunked every saucer claim with explanations that today are considered embarrassingly stupid, even by those who choose not to believe in flying saucers.

We exposed our fair-haired friend, the late Karl Pflock, who claimed that everything about Aztec had to be bunk, based on his career in the Intelligence field. We were able to provide proof to refute every one of his debunking claims, so I guess we knocked him for that proverbial Arkansas Loop every time he came up to bat.

The disinclination of the debunkers to visit the crash site, something that would have meant no more than a one-day visit to the Four Corners area, has proved the undoing of the professional skeptics (debunkers). It seems that neither the members of the Intelligence community nor their counterparts in the

scientific community have to leave their office cubicles in order to prove their repetitive theses. They find that a made-up story is easily believed by a public desperately wanting to trust its government.

We had the statements from one of our devoted Intelligence people, who claimed to have researched the roads leading into the crash site. His lame statement that nobody could remove a crashed flying saucer without being seen parading it through the town of Aztec found his argument demolished when he was told that the roads in the area were reconfigured in the 1950s to accommodate expansion of the oil fields, as well as increase public access to the Chaco Canyon ruins.

So, our top-notch Intel guy had been looking at Rand McNally's Atlas from the 1950s and not from 1948. Generally, I (Scott) think the American Intelligence community is as good as any in the world, and I have always said that, especially after reading thousands of declassified pages of reports. Our agencies are extremely good, but somehow, when they are dealing with flying saucer sightings, landings, crashes, these agencies go into full disinformation mode, debunking and ridiculing anyone who dares to give respectability to the reality of flying saucers.

Others, as we stated in the chapter, have expressed all manner of wild and crazy opinions on Aztec; however, we found none of these to be based on solid or verifiable information, and most of the communications were so pitiful that we have decided not to bore the reader with stories we throw into our "rant and rave" basket under the desk. The fringe theorists can express themselves in another hobby and not waste our research time unless they contribute something substantive in return.

In Chapter 8 we looked at what was going on in New Mexico after WWII. New Mexico was a hotbed for the new era of technology. Not much has changed, as New Mexico is still a major center for scientific research as this book is written. Early tests of the V-2 rockets whose spawn would eventually take us to the moon and back, German scientists who were smuggled over from Germany after the war, jet fighter testing, advanced radar, and the fruits of the Manhattan Project—all were in full flood as the Cold War heated up. The work of Los Alamos was at an all-time high, boosted beyond wartime employment figures seen during the atom bomb development. Sandia National Labs were also expanding faster than our current national debt.

Flying saucers were being seen by the military, trustworthy civil servants, police officers, and civilian residents everywhere in New Mexico. About one-

fifth of New Mexico skies were designated as restricted air space in 1948 and even to the current day. Anything flying over Los Alamos would have certainly been shot down, as well as anything flying over the radar bases positioned in all sectors of the state.

Eight months before Aztec, the Army Air Corps/fledgling U.S. Air Force dealt with the Roswell crash or crashes (or possible shoot-downs), and then the puzzling move of 509th Bomb Group Commander Colonel Butch Blanchard in giving out a press release to that effect caused ripples throughout the military establishment. Now, eight months later, the Air Force had an experienced team to be used in the case of future recoveries, and they were better prepared to keep the security lid clamped down if they ever had to retrieve a downed unknown craft.

We are certain from all reports we have examined that both the U.S. Army and U.S. Air Force were involved in the Aztec recovery. The separation between the two services was still very new, so a joint effort made perfect sense. Remember that the spectators at the crash site said they remembered no noticeable insignia on the uniforms of the arriving military that would designate the branch of service. Of course the Army still had in its inventory every piece of equipment needed to remove and transport a large craft, and now they had skilled specialists appropriate to handle a crashed saucer. If you think of New Mexico as a sprawling military reservation, dotted with small towns and sparse civilian population, you will see how the Aztec recovery was kept secret. Even the personnel folders of those who participated in the recovery and cleanup were meticulously altered so that they could never prove they were present at Aztec.

In Chapter 9, we pay tribute to pioneering researchers who helped to wake the Aztec Incident from its decades-long sleep. Steinman particularly validated point for point the description of the craft and its landing place that Frank Scully had described. Remember that Scully never visited Aztec and was using information from "Dr. Gee."

In our research for Chapter 10, we worked hard in the New Mexico desert under that early August sun, but thank goodness for the company of friends who turned the labor into fun. Bill and Pam Metzger were good troupers who met us with the goal of re-enacting the moving of a flying saucer from a mesa above Hart Canyon Road all the way to an access to Los Alamos, where the craft was reputed to have been taken in 1948. Bill, as mentioned in the chapter, is a true skeptic, and the skeptic is the best kind of person to have in the New Mexico

desert laboratory when doing experimental research.

Bill did not care whether we were postulating the transport of a flying saucer or a large turbine generator from the General Electric Company in Schenectady, New York. As far as he was concerned, as an expert in the field of large object transportation, the question was only whether something the size of a flying saucer could be loaded and moved based only on the information we had from Scully's book.

As Bill stated in his narrative, the answer is yes: A craft approximately 100 feet in diameter, dismantled into the sections, as described by Scully, could, in fact, be moved through the rough terrain of Hart Canyon, down to Largo Canyon, and home to secure facilities, all with conventional equipment available in 1948. As no debunker has taken the time or devoted the resources to study such a move, we feel that Bill's judgment, given his professional credentials, allow our research and field tests to stand on their own. Therefore, we are fully confident that a landed saucer on that mesa could have been transported to a secure New Mexico military base without ever being seen by civilians along the way.

In Chapter 11 we looked to a man of the cloth who had just opened a Baptist Church in January 1948 in Mancos, Colorado, just north of the New Mexico state line, and was trying to grow a congregation, not scare them off. Solon Lemley Brown possessed a wonderful résumé. His mission was to move to Mancos and reopen the Mancos Baptist Church, which had been closed for a number of years. The small church showed promise, but Preacher Brown knew the work ahead would mean long hours for the rebuilding process.

Imagine him coming back to Mancos after doing his outreach work in the Aztec area that March evening, outreach that ended resulted in his contact with a crashed or landed flying saucer. Talking about this was not a way to attract new parishioners, let alone keep the few he had. However, he felt compelled to tell his church deacon what he had witnessed that day, regardless of the fact that he had been sworn to secrecy.

As with so many other people involved in the Aztec story, here we have another person whose story seems ultimately credible. When Suzanne and I (Scott) spent time in Mancos, we could not find anyone who was critical of the church or its preacher. In fact, whether they had heard the saucer story or not, all said if Brown said he saw a flying saucer resting on a mesa, then that's what he saw. Walt Sayre certainly was a credible guy, and he was there that night when the preacher told the story to his father, Deacon Bruce Sayre. We

stand 100 percent with these witnesses, their honest character, and the story they told.

Chapter 12 was more than two years in the making. Getting documents concerning Silas Newton from the FBI was like playing game of seven-card stud with Wild Bill Hickok. FOIA requests were made, and the response was "We don't have them." I came back with "Yes, you do," and their reply was "How do you know?" When I came back with "You released some years ago," then it was "Okay. We'll send them in a few days." That was 18 months of conversation and correspondence condensed into a few quick lines. I understand the FBI has to protect the privacy of living subjects, but we had already proved to the feds that Newton had died years before.

The other FBI files involved the so-called "sting operation" at the Edelweiss Bar near the Melwyn Hotel in downtown Denver. Supposedly, a reporter by the name of Cline participated in the operation, bought some flying saucer photos for $1,500, and then slipped past the FBI, Army CID, and Air Force OSI, never to be heard from again. Could Cline have been somebody else with credentials good enough to pass himself off as a reporter and possibly be part of another U.S. government agency? We worked for months trying to find a Cline at the Baltimore paper that the official reports say he worked for, and we came up with nothing, even after interviewing a retired newspaper reporter who worked at the Baltimore paper at that time. He said there was no way that a man by that name worked there, and there was also no way the paper would have sent a guy to Denver about a flying saucer story with that much money.

The point here is that many government agencies were looking into the Aztec flying saucer story. No, not just when it happened in 1948, not only when Scully's book first hit the stands in 1950, but even a few years later with the Cahn magazine article. And then there was the FBI file on Newton that was updated right up until his death.

In his archived papers and in his final book, Scully talks about the FBI and the Air Force giving him and Newton continuing problems. Letters went to and from Scully's publisher Henry Holt and Company, warning Scully to "back off on the next book" until the heat placed on them by the government cooled off.[2]

Not known by many is the fact that Scully had begun a sequel to Behind the Flying Saucers. Another accomplished researcher and North Carolina resident, Mike Price, persuaded us to take a trip with him to the West, where we actually found the beginnings of Scully's typescript prospectus for his second

book.[3] In the collection we also found the beginnings to a book being written by Silas Newton, who talked about the entire Aztec affair as part of his autobiographical musings.

After this book is done, we are considering another book that will reveal what Scully and Newton had to say. These typed documents were full of stories about the FBI and the Air Force, both agencies that were tailing the principals of the Aztec story, obviously trying to discover which of the Dr. Gee scientists had spilled the beans about flying saucers to Newton and Scully.

At the beginning of this quest, we would never have bet money that so many Aztec saucer documents existed. The stream of documents kept our interest piqued in between finding new leads and interviewing people who had some knowledge of the flying saucer. The documents are real, and most have never been seen by other researchers. Even though they could be considered circumstantial or anecdotal, they are fascinating, because they come from the principal actors in the Aztec drama. These documents may lead to yet another book developing the Aztec story.

Further, for the reader (et judices), we have chronicled much of the post-1950 interest in the Aztec Incident in chapter 13, giving a time line of discovery relevant to Aztec and relating anecdotes about people who have visited the crash site. The "dozens" of visits made by Dr. Roy Craig is worth emphasizing.[4] Here is a scientist who was part of the Condon Committee, and whose work it was to discredit all flying saucer sightings and bury them so the government could publicly stop investigating the phenomenon. Craig remained interested in the Aztec crash right up until his death.

Chapter 14 required the most time and effort in research for this book. We spent almost four years gathering information on the possible Dr. Gees who were on the government payroll at that time. Researching the OSRD (Office of Science, Research and Development) and getting complete files during this past decade was more difficult than locating President Barack Obama's birth certificate! Still, we got our information, one piece at a time. I (Scott) have often thought that even if we were wrong about the people who comprised the composite Dr. Gee, the story is still fascinating; however, the evidence is too conclusive to be coincidence.

The information in Scully's book revealed more than a flying saucer story; it also waved a red flag to the U.S. government that someone in the late 1940s, and in 1950, was leaking still-classified information as to how the War

Department worked during WWII and in the beginning Cold War with the Soviet Union. Most of the electromagnetism technology that Dr. Gee mentioned in his story was classified and certainly not something that a scientist was allowed to discuss with anybody outside his compartmentalized group in 1950, let alone with a Hollywood writer.

The entire subject of a MADD for electronic detection of submarines was still a hot button topic with our military, and some parts of the technology are still restricted as this book is written. The Orion P-3, a military aircraft known as the sub-chaser, flies over the oceans of the world looking for hostile submarines even today, using the MADD.

As we did our research, the familiar name Dr. Vannevar Bush appeared again and again. Bush has long been linked with flying saucers and his role in creating the OSRD. Bush headed the most secret division of the war research effort: the Manhattan Project, which ended the war by dropping two atomic weapons on Japan. When we look at the scientists involved in the project, they are the very researchers Dr. Gee was describing. No other scientists in the OSRD had the résumés boasted by these men. We may be missing one or two of these men who fought with brains and technology to win a war, but we know the men we named fit perfectly as the composite Dr. Gee in Scully's book.

After all our research, we put our money on Dr. John Torrance Tate as the main Dr. Gee. Years after Scully's book came out, and when Scully was under enormous pressure by the government to reveal the names, Scully made a statement that "Dr. Gee was no longer available to talk to." Was Scully telling the truth, or just trying to dodge a bullet? In fact, when Behind the Flying Saucers had just hit the bookstores, Tate had just recently died. So, to Scully's credit, it was a fact that Tate was no longer available to talk—to anyone. Tate suffered several strokes in 1950, and by the fall of 1950 he succumbed to a final stroke.

Having said that, Bill Steinman makes a strong case for Karl Heiland as the main Dr. Gee, particularly beacuse he was based in Denver and could have been the Scientist X that Silas Newton substituted for on March 8, 1950 at the University of Denver. There is even some superficial resemblance between the two men.

So, we have shown through résumés and historical data that Scully, through his friend Silas Newton, had a pipeline to secret government research, and had named this team of government scientists "Dr. Gee." His sources were impeccable, and so was the information about flying saucers.

The title of Chapter 15 ("Examining the Evidence") means the study of the physical evidence, and it leaves the reader with some of the same questions that that began this quest. We studied the concrete slab as best we could, and we speculated about the possible origins of the K-ration and C-ration cans, as well as a foil tobacco pouch and M-1 Garand clips that we found. Even though these artifacts may or may not have anything to do in proving the military presence on Hart Canyon Mesa in 1948, we took many hours to research the location as though it were a crime scene. The concrete slab is without doubt a monument to a recovery that did involve our flying saucer story. The presence of the military road has never been explained to anyone's satisfaction, as there is no reason to create a road less than 40 yards long.

Samples from the trees and other artifacts that have been left behind are in proper storage for preservation and for further study, as are the aerial photos of the site. Eventually, the tree samples are destined to be submitted to a scientific laboratory where the year of their deaths may be established. I (Scott) have been asked numerous times if we have ever took a Geiger counter to the crash site and tested for radiation. I did this back in the early 1990s when a lab tech let me borrow a unit that we had in our laboratory. I was reluctant to even play with this, as New Mexico has a reputation for soil background radiation. That said, I found no elevated readings in my tests on Hart Canyon Mesa. I was not expecting to find anything, either, considering that the witnesses all said the craft landed intact. So, the conclusion would be: radiation from what? Also, if Scully and the Dr. Gees were correct, the craft flew by some form of magnetic field propulsion that would not generate atomic radiation.

So, ladies and gentlemen of the jury, here is our take on almost 30 years of research of a flying saucer landing or crashing on a mesa above Hart Canyon. In one short sentence: It happened just as described! As we have stated before and now for the last time, this book was the work of many people. With all the years of study, our reputations are on the line, and I know that history will be on our side.

I feel, however, because this craft had been seen flying in the Cuba, New Mexico, area for at least two weeks before the Hart Canyon recovery, we need to ask more questions. This object had been reported as flying over the top secret Los Alamos National Laboratory, northeast of Cuba, and around the Los Alamos radar facility near El Vado as well. This craft was something the military, as well as the Atomic Energy Commission, would have to take very seriously and would have been as much a threat as a Soviet spy plane or

bomber; yet the saucer's fantastic performance characteristics made it very difficult to bring down.

A flying saucer would have to be a target, and we have heard of Air Force documents that, in the 1950s, fighters were certainly ordered to "shoot them down." Whether the Los Alamos area had a missile battery or some type of defense system is something that we have researched for years, but we have so far come up empty-handed. Could an Air Force jet fighter have been dispatched as we saw at Carrizozo, positioned in July 1947 to chase flying saucers away from the Roswell Army Air Field and the crash site during that important saucer recovery?

Valentin Archuleta claimed he saw the flying saucer pass over his ranch in the early morning hours like a fluttering leaf falling from a tree, and he saw the craft strike the rock wall of a mesa, making sparks before disappearing to the north toward Hart Canyon. Could this flying saucer have been hit with anti-aircraft fire, with the wounded craft making it to the Hart Canyon area before it and its dead crew made a controlled landing on the mesa? We are certain that, after the craft passed over Archuleta's house, he made a long-distance call that morning to the Air Force at Kirtland AFB.

We don't yet know all the details of the night preceding March 25, 1948, but are certain—after 23 years of serious research—that the following statements are true beyond argument:

1. Flying saucers are not a figment of our imagination. They exist, and our government has known about them for many years, going back at least to the early 1940s. The Roswell Incident recovery turned out to be a "test run" for the military. After Roswell, the military got much better at clandestine recoveries—not perfect, but damn good.
2. A 100-foot-diameter flying saucer was recovered and moved off of a mesa above Hart Canyon Road near Aztec after it was discovered on March 25, 1948. The crew of 16 humanoid bodies lay dead inside the craft with at least two slumped over the controls. The craft was carted away to some secure government facility.
3. Ordinary oil field workers, law enforcement officers, and others saw this object. They felt it, some climbed on it, and others stayed away for fear of what it was. Over the years, the description of the craft has not changed, as one would expect if it were a tall tale.
4. Military personnel from some group or unit of the military came to the

site and administered an "oath of secrecy" to the witnesses of the event. As years and their youth passed, some of the witnesses decided to talk. This book is their story.

5. As much as we have left the personal lives of these witnesses out of the book, in respect for the families, it should be mentioned that all the witnesses became prosperous in whatever business endeavors they chose. Some attained riches in the oil business, others in real estate, and the stories remind us how Mac Brazel suddenly came into money after his discovery of the debris field at Corona in 1947. Brazel never spoke a word about his experience after the Air Force interrogated him.
6. The U.S. government became involved with the Aztec Incident at the very start. Nameless officials set out to eliminate the entire Aztec event from memory, just as they did with Roswell. The government tried and, in some cases, succeeded in ruining the reputations of those who spoke out about Aztec, in particular Silas Newton and Leo GeBauer. Others were also punished for talking too much, as it seemed was the case with Airman Donald Bass.
7. The government cover-up on Aztec, as it was with Roswell, started a smear campaign that lasted for years. Federal investigators tried to intimidate Frank Scully after his book came out, and it was probably government intimidation of Scully and his publisher that denied us that sequel to Behind the Flying Saucers that was never seen by the American public. Silas Newton certainly was writing a book with Scully's help, and we have the manuscript of that unfinished work. But, as with Scully, he never found a publisher, and Newton was under the FBI microscope until the day he died. Bill Steinman, who wrote the first book on Aztec since Scully, claims he was threatened before and after his book came out in 1986. This kind of intimidation does not comport with a hoax or a fantasy story.
8. We, or I (Scott), picked up on this story in the late 1980s, and thought it could be figured out in six to eight months. Somewhere along the way a bright light switched on inside my head, and I realized that the project would take years. We now have exhumed and rehabilitated the Scully story and taken up the challenge posed by Steinman's work. The 29 years of research has proved to us that U.S. government has recovered downed flying saucers and hauled them away to parts unknown. How successful they have been in reverse-engineering these craft and discovering the

biological roots of the occupants is anyone's guess; however, the speed of technological evolution since 1947 has been astounding, and some might say it defies logic. The transistor was developed by Bell Laboratories, suddenly, six months after the Roswell recovery. There may be other coincidences worth pursuing in this line.

9. Despite more than half a century of overwhelming evidence, perhaps the government, and the public at large, has not been willing to accept the real story of the Aztec flying saucer, because people in general are unwilling to consider the enormity of the implications the facts would force them to face.

We hope the reader understands that that we, the authors, know the Aztec Incident is a real event and that knowledge of the recovery at Hart Canyon should have been made known to the American public long ago.

We now rest our case, as we deliver the evidence and conclusions presented here. The book may leave the reader with more questions than answers, but the research begun in 1986 is continuing even as this book is sent to the publisher.

We redeemed the reputation of author Frank Scully, whose bestselling story of 1950 has been verified in detail by the evidence presented here. Now, let us go back to the anonymous scientist (Silas Newton) standing on the stage of a packed lecture hall at the University of Denver on March 8, 1950. He spoke to the professors and students gathered there, confirming the reality of a recovered flying saucer from outer space. He was talking about Aztec, and we have now proved his words to be the absolute truth.

Chapter Notes

Chapter 1

1. This and other quotations here compiled from face-to-face interviews with residents of the town of Cuba New Mexico, during two separate research trips, including multiple interviews with Johnny Hernandez, town historian for Cuba. This particular quotation is from a telephone interview with Johnny Hernandez, May 2002.
2. The New Mexico National Guard Museum Website, www.bataanmuseum.com/
3. Steinman, William S., UFO Crash at Aztec: A Well-Kept Secret, UFO Photo Archives, Tucson, Arizona, 1986, p. 285.
4. All quotations from Doug Noland come from a telephone interview with Doug at his home in Las Vegas, Nevada, from Mooresville, North Carolina, August 2003.
5. Ibid.
6. Keep in mind that the Air Force was relatively new, having been separated from the Army Air Corps for only a few months in 1948.
7. The Durango, Colorado, airport was only 17–20 miles from the crash site, depending on the route chosen in 1948. It was used by military units on a regular basis.
8. Information and quotations in this section come from a personal interview with Ken Farley, Phoenix, Arizona, 1999.
9. Ramsey, Scott, Suzanne Ramsey, Frank Thayer, and Frank Warren, The Aztec Incident: Recovery at Hart Canyon, Aztec 48 Publications, Mooresville, N.C., 2012.
10. Information and quotations in this section come from a telephone interview with Walter Sayre, October 1999.
11. Information and quotations in this section come from a telephone interview with Fred Reed, 1999.

12. The person we call “George” has been confirmed and is known by several researchers, including Stan Friedman, Dennis Balthaser, Frank Warren, Scott Ramsey, and Suzanne Ramsey. His records are correct, as his name appears in the Air Force Year Book of 1948 for Walker Air Field (formerly Roswell Army Air Base).
13. In-person interview with George at a Radisson hotel, February 2001. The location is not to be released, per George’s family’s request.
14. That would mean that not all of the 200 people knew what they were there to recover, according to George.

Chapter 2

1. Frank Scully, Behind the Flying Saucers, New York, Henry Holt and Co., 1950.
2. Ibid. Quotations and information throughout, unless otherwise noted, is from this source.
3. Interview with Robert McClay, San Francisco, 2005.
4. J.P. Cahn, “The Flying Saucers and the Mysterious Little Men,” True Magazine, September 1952.

Chapter 3

1. This letter was e-mailed to Scott and Suzanne Ramsey and reprinted, with their permission, in various places online.

Chapter 4

1. Clayton Boddy, Farmington Daily Times, March 18, 1950, front page.
2. Ibid. This and all other quotations in this chapter come from this source unless otherwise noted.
3. Telephone interview with Marlo Webb, April 2015.

Chapter 5

1. Frank Scully, In Armour Bright, Chilton, 1963.
2. Interview with Robert McClay, Daly City, California, July 15, 2008.
3. Ibid.
4. Letter written by Frank and Alice Scully, June 15, 1952; sent to A. Brigham September 20, 1952.
5. This story was told in Scully’s bylined article in the February 1951 edition

of Pageant magazine as well as a chapter of his 1963 Chilton book, In Armour Bright.

6. The court documents referenced throughout this section are available at http://vault.fbi.gov/reading-room-index.
7. Scully, In Armour Bright.
8. Letter from Hoover to Cahn, dated May 3, 1951. The final response from Cahn to Hoover was dated May 15, 1951.
9. FBI file on Silas M. Newton, internal letters starting with December 1, 1949.
10. Letter from Frank Scully, dated June 19, 1951.
11. William Steinman, UFO Crash at Aztec: A Well-Kept Secret, 1986. Steinman is referring to the Denver Court records concerning the trial of Silas M. Newton and Leo GeBauer.
12. Italics applied here for emphasis to illustrate that the device was not the device taken from GeBauer but was a doodle bug purchased from a surplus store.

Chapter 6

1. Scully, In Armour Bright.
2. Frank Scully Collection, Box 4, Folder 3, American Heritage Center, University of Wyoming at Laramie.
3. Scully, Behind the Flying Saucers, p. 15.
4. Ibid., p. 33.
5. Newton's unpublished manuscript is part of the Frank Scully Collection, Box 4, Folder 3, American Heritage Center, University of Wyoming at Laramie. All Scully quotations from this manuscript come from this source.
6. Scully, Behind the Flying Saucers.
7. The wire reel recording is the property of American Heritage Center, University of Wyoming at Laramie.
8. Letter from Silas M. Newton to Frank Scully, July 2, 1951.
9. Ibid.
10. Ibid.
11. Ibid.
12. Newton's unpublished manuscript.
13. Letter from Silas M. Newton to Frank Scully, July 2, 1951.

14. Silas M. Newton's notes, dated June 12, 1952. (Note: Letters began in April 1951 and continued until the FBI acted against Newton in 1952.)
15. Ibid.
16. Time, November 10, 1930.
17. Letter from Silas M. Newton to Frank Scully, July 2, 1951.

Chapter 7

1. Karl Pflock's e-mail newsletter, March 2002.
2. Ibid.
3. Dave Thomas, lecture, Aztec, New Mexico UFO Symposium, March 2000.
4. According to Menzel's three books: UFO's: Flying Saucers-Myth-Truth-History (1953), The World of Flying Saucers (1963), and The UFO Enigma (1977; released just after his death in 1976).
5. All Pflock quotes here are from the following source: Karl Pflock presentation, Aztec UFO Symposium, Aztec, New Mexico, March 2002.
6. Information in this section is from the interview with Jim and Bernice Bowra, Durango, Colorado, March 24, 2015.
7. www.worldwar2facts.org
8. Roy Craig, UFOs: An Insider's View of the Official Quest For Evidence, University of North Texas, 1995.
9. Information in this section comes from an e-mail interview exchange between Frank Thayer and Monte Shriver.

Chapter 8

1. New Mexico F.O.P. records, 2002.
2. Information and quotations in this section come from J. Andrew Kissner, "Peculiar Phenomena" (unpublished), 1994.
3. Quotations and information in this section come from an in-person interview with Johnny Hernandez interview, Cuba, New Mexico, August 2008.
4. Loren Gross, "The Fifth Horseman of the Apocalypes," UFOs: The History, 1950.
5. Interview with H.H. Nininger, date unknown.
6. Gross, "The Fifth Horeseman."
7. Donald Keyhoe, The Flying Saucers Are Real, Fawcett Publications, 1950.
8. This was stated in a United States Air Force in press release as well as many new outlets.

9. Ibid.

Chapter 9

1. William Steinman, UFO Crash at Aztec.
2. Telephone interview with Dr. Roy Craig.
3. Steinman, UFO Crash at Aztec.
4. Ibid.
5. Ibid.
6. Ibid.
7. Ibid.
8. Ibid.
9. Ibid.
10. This information comes from an undated Air Force report.
11. Jim Garrison, On the Trail of the Assassins,, 1968.
12. Information and quotations in this section come from Chris B. Evans, Alien Conspiracy: Unraveling the UFO/Alien Mystery, Ceredo, West Virginia, Alarm Clock Publishing, 2003.

Chapter 10

1. Scully, Behind the Flying Saucers.
2. Karl Pflock presentation, Aztec UFO Symposium, Aztec, New Mexico, March 2002.
3. Bill Metzger wrote this account for our 2012 book as well as this book.

Chapter 11

1. Telephone interview with Walter Sayre, October 1999; information confirmed via e-mail in 2004.
2. Telephone interview with Dr. Autrey Brown, June 2010.
3. Meeting with Jim Gregory, Baptist Church of Mancos, Mancos, Colorado, March 2005.

Chapter 12

1. According to FBI files and documents presented previously in this book.
2. Scully, Behind the Flying Saucers, p. 7.
3. Ibid., p. 9.
4. Scully, Behind the Flying Saucers.

5. Keyhoe, The Flying Saucers Are Real, p. 169.
6. Letter from William Buckley at Holt and Company, 1952.
7. This interview was conducted in Denver, Colorado, in 1950.
8. The letter, from the USAF Archives, from Fifth Army to the Air Force Office of Special Investigation, describes the Melwyn Hotel "Aztec Photos" sting, October 9, 1950.
9. Source name withheld by request. Telephone interview at the source's home in Maryland, mid-2000.
10. Evans, Alien Conspiracy, p. 101.
11. Steinman, UFO Crash at Aztec, pp. 116–117.
12. Letter from Silas M. Newton to Frank Scully.

Chapter 13

1. Stanton Friedman, Flying Saucers and Science, 2008.
2. Information in this section comes from www.ufoevidence.org/documents/doc999.htm.
3. Quotations taken from the Condon Committee report.
4. Information and quotations in this section come from a telephone interview with Dr. Roy Craig, from his Boca Ranch in southern Colorado.
5. Keyhoe, The Flying Saucers Are Real, p. 169.
6. CRIFOS Status Report III, date unknown.
7. CRIFOS Status Report VII, 1994.
8. Kevin Randle, A History of UFO Crashes, 1995, p. 189.
9. Steinman, UFO Crash at Aztec.
10. Telephone interview with the Meltons' daughter, Judy (Melton) Gillespie, May 2015.
11. Interview with Mark (ranch hand). Last name withheld.
12. Steinman, UFO Crash at Aztec, p. 203.
13. Lecture at the University of Denver, March 8, 1950.

Chapter 14

1. Scully, Behind the Flying Saucers.
2. Ibid., Chapter 12.
3. Company information is available from the Texas Instruments Website, www.ti.com/corp/docscompany/history/mcderm.shtml.

4. Steinman, UFO Crash at Aztec, p. 84.
5. Ibid., p. 166.
6. Richard Ogden, unpublished manuscript. There was no cover page with a title.
7. Texas Instruments Website, www.ti.com/corp/docscompany/history/mcderm. shtml.
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9. Geophysics, June 1979.
10. Jon M. Harkness, "A Lifetime of Connections," Bakken Library and Museum, Minneapolis, Minnesota, no date.
11. Steichen, Bethany, Minnesota Technology, spring 2005.
12. Scully, Behind the Flying Saucers, Chapter 2.
13. Ibid.
14. Ibid.
15. Ibid., p. 23.
16. Ibid., p. 127.
17. Ibid.
18. Ibid.
19. Ibid., p. 128.
20. Ibid.
21. Ibid., p. 135.
22. Ibid., p. 133.

Chapter 15

1. Interview with Tom Patty, the Laboratory, Texas, 2005/2006.
2. Scully, Behind the Flying Saucers.
3. Interview with Lee Crane, Atomic Bistro, Aztec, New Mexico, 2004.
4. Telephone interview with Art Reed, 1998.
5. Information and quotations come from a telephone interview with Hank Knowlton, April 2005.
6. Information and quotations come from a telephone interview with Hank Knowlton, June 2005.

Chapter 16

1. Information and quotations here are from an interview with Virgil Riggs, Aztec, New Mexico, 2004.
2. The letters, dated 1952, are part of the Frank Scully Collection, Box 4, Folder 3, American Heritage Center, University of Wyoming at Laramie.
3. The Frank Scully Collection, Box 4, Folder 3, American Heritage Center, University of Wyoming at Laramie.
4. Telephone interview with Dr. Roy Craig.

About the Authors

Scott Ramsey is the foremost researcher into the Aztec Incident, having worked on the story since 1987, discovering archives and pursuing interviews throughout the United States. Born in Pittsburgh, Pennsylvania, in 1957, his entire career has been in the electrical industry. Specializing in magnetic fields and electrical wire, he has worked for Fortune 500 companies, and currently is vice president of sales and marketing for Express Wire Services in Charlotte, North Carolina. He is married to Suzanne Ramsey, whom he met in the Four Corners area while doing research. The Ramseys reside on their farm, practicing permaculture and sustainable farming. After the couple's successful 2012 Aztec book, their research continues.

Suzanne (Ninos) Ramsey discovered the Aztec Incident after her mother read Frank Scully's 1950 book Behind the Flying Saucers, the first book about a landed saucer. The Ninos family lived in the Four Corners area, and Suzanne owned a small business there, pursuing media writing and hosting a radio show. She met and married Scott Ramsey after he appeared on her show to discuss his research. Suzanne has traveled extensively, interviewing and pursuing research at university and USAF archives. She is CEO of Carolina Country Provisions, whose main product is Uncle Scott's All Natural Root Beer. The Ramseys live in Mooresville, North Carolina, where their Aztec research continues.

Frank Thayer, PhD, came to the Aztec Incident project in 2009, when Scott Ramsey shared witness information of the recovery at Hart Canyon. Thayer is a New Mexico native with extensive journalistic and journalism education experience. Now a professor emeritus at New Mexico State University in Las Cruces, he has professional experience as a writer, editor, photographer, and educator both in New Mexico and in Canada, where he lived and taught for 11 years. He is a published book author and is co-author of the successful 2012